

**DRAFT**

**GENERAL PLAN and  
ENVIRONMENTAL  
IMPACT REPORT**



**CITY OF ANGELS**

**AUGUST, 1981**






A  
GENERAL PLAN  
and  
ENVIRONMENTAL IMPACT REPORT  
for the  
CITY OF ANGELS

Prepared for  
CITY OF ANGELS

Prepared by  
CENTRAL SIERRA PLANNING COUNCIL  
August, 1981



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## PARTICIPANTS IN THE PROGRAM

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Elizabeth Alford, Vice-Mayor  
Gary Hinman  
Paul Raggio  
Tad Folendorf

Jacqueline Heintz, City Clerk

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William T. Henry, Chairman  
Loren Whittle, Vice-Chairman  
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## INTRODUCTION

In its purest form, planning is a comprehensive design program to meet future needs and pleasures. Land use planning, one of the many types of planning which affect our lives daily, employs several approaches in forming this design program; central to land use planning is the General Plan. Within California, each city and county is required to adopt "a comprehensive, long-term general plan for the physical development of the county or city, and of any land outside its boundaries which in the planning agency's judgment bears relation to its planning" (California Government Code, Section 65300).

This General Plan for the City of Angels is designed to provide guidance in the decision-making process for the growth and development of the City over the next fifteen to twenty years. This is not to say that planning will cease during that period because of the existence of this document; on the contrary, planning will continue as a process ever responding to the changing attitudes and concerns of the City's residents. As these attitudes change, so too must the Plan.

The desires of Angel's residents, largely expressed through response to a public opinion survey of goals and policies prepared by the City Planning Commission, reflect the recognition of the value of living in a rural, small town atmosphere. This General Plan attempts to fully express the community's attitudes toward preserving the rural aspects of the City, thus maintaining a unique and high quality of life.

### A. WHAT IS A GENERAL PLAN?

The State of California's General Plan Guidelines states that "Despite their different needs and conditions, all cities and counties in California must comply with essentially the same body of state laws and regulations in carrying out their planning programs. They must prepare comprehensive, long-term general plans for the development of their communities, and approve projects consistent with their general plans." The General Plan is often mistakenly viewed as the all-encompassing answer to the problems of the future. The reality is that the people of Angels will ultimately provide the answers; the General Plan will provide policy guidance and suggest implementation measures based upon current knowledge.





The legal components of the General Plan are quite simple. As provided for by law, the plan is "a statement of development policies and shall include a diagram or diagrams and text setting forth objectives, principles, standards, and plan proposals" (California Government Code, Section 65302). All of these are developed to respond to nine mandated topic areas, or elements: Land Use, Housing, Open Space, Circulation, Conservation, Safety, Seismic Safety, Scenic Highways, and Noise.

In summary, the General Plan becomes a statement of what we want to do, why we want to try to do it, and how we propose to do it.

#### B. USE OF THE GENERAL PLAN

The development of this document originated with the Planning Commission developing proposed General Plan goals and policies. These goals and policies received community input via a public opinion mail back survey which was distributed door-to-door, and through a public hearing. They were ultimately approved by the City Council, in a joint meeting with the Planning Commission, for the purposes of completing the General Plan.

The General Plan should be used when weighing the various aspects of development. Specifically, the goals, policies, and implementation programs set the tone for the quantity and quality of development to occur. All aspects of development should be matched against the goals and policies for their applicability and desirability.

The plan also sets the tone for the tools of implementation. Commonly thought of tools include zoning, subdivision regulations, environmental review procedures, and design review which are all exercises of the City's police powers. Other implementation possibilities include acquisition, transfer or purchase of development rights, development contracts which are generally corporate powers available to the City. All tools serve to efficiently and effectively implement the General Plan.

#### C. DOCUMENT ORGANIZATION

This document is a combined general plan and, because it is a project under the California Environmental Quality Act, environmental impact





report. In order to address the legal requirements of General Plan law and the State EIR Guidelines, this document has three major sections:

- Project Description and Environmental Setting -- This section is to satisfy Sections 15141 and 15142 of the State EIR Guidelines. The information contained discusses the physical and environmental aspects of the City of Angels. From this information, the General Plan goals, policies, and implementation programs have been prepared, and provides basis for further environmental analysis.
- Goal, Policy, and Implementation Programs -- This section states the general goals and policies relating to overall growth and development in Angels. It also contains short range implementation programs responding to the goals and policies. All nine mandated elements are addressed here under four subject areas: Community Development, Housing, Environmental Management, and Transportation.
- Environmental Assessment -- The environmental assessment satisfies the requirements of Section 15143 of the State EIR Guidelines by examining significant effects, mitigation measures, and alternatives to the General Plan project.





SECTION I

Project Description  
and  
Environmental Setting



## 1. PROJECT DESCRIPTION

### A. THE PROJECT

The project is a revision and update to the General Plan of the City of Angels. This revision and update is necessary in order to keep pace with the California planning laws relating to General Plans, commencing with Section 65300 of the California Government Code. The General Plan will serve as a policy guidance document to local decision-makers regarding future growth and development of the planning area.

### B. PROJECT LOCATION

The City of Angels is located in Calaveras County on the western slope foothills of the central Sierra Nevada (see map page 6). The entire planning area for the project includes the City and its sphere of influence. Although primary planning consideration is for the area within the city limits, consideration has also been made for future planning within the sphere. The planning area map is on page 7.

2,500  
The planning area encompasses approximately 14.5 square miles, or 9,280 acres; the City is some 17% of the total area at approximately 1,600 acres. The planning area is characterized by gently rolling foothills, with some steep slopes on some of the more prominent hills. Elevations range from 1,100 to 1,200 feet in the southern and western portions of the area, to 1,650 to 1,850 feet located in the northern portion. Within the City, the elevation rises from approximately 1,350 feet in the southeast corner, to around 1,550 feet in the Altaville area of the City.

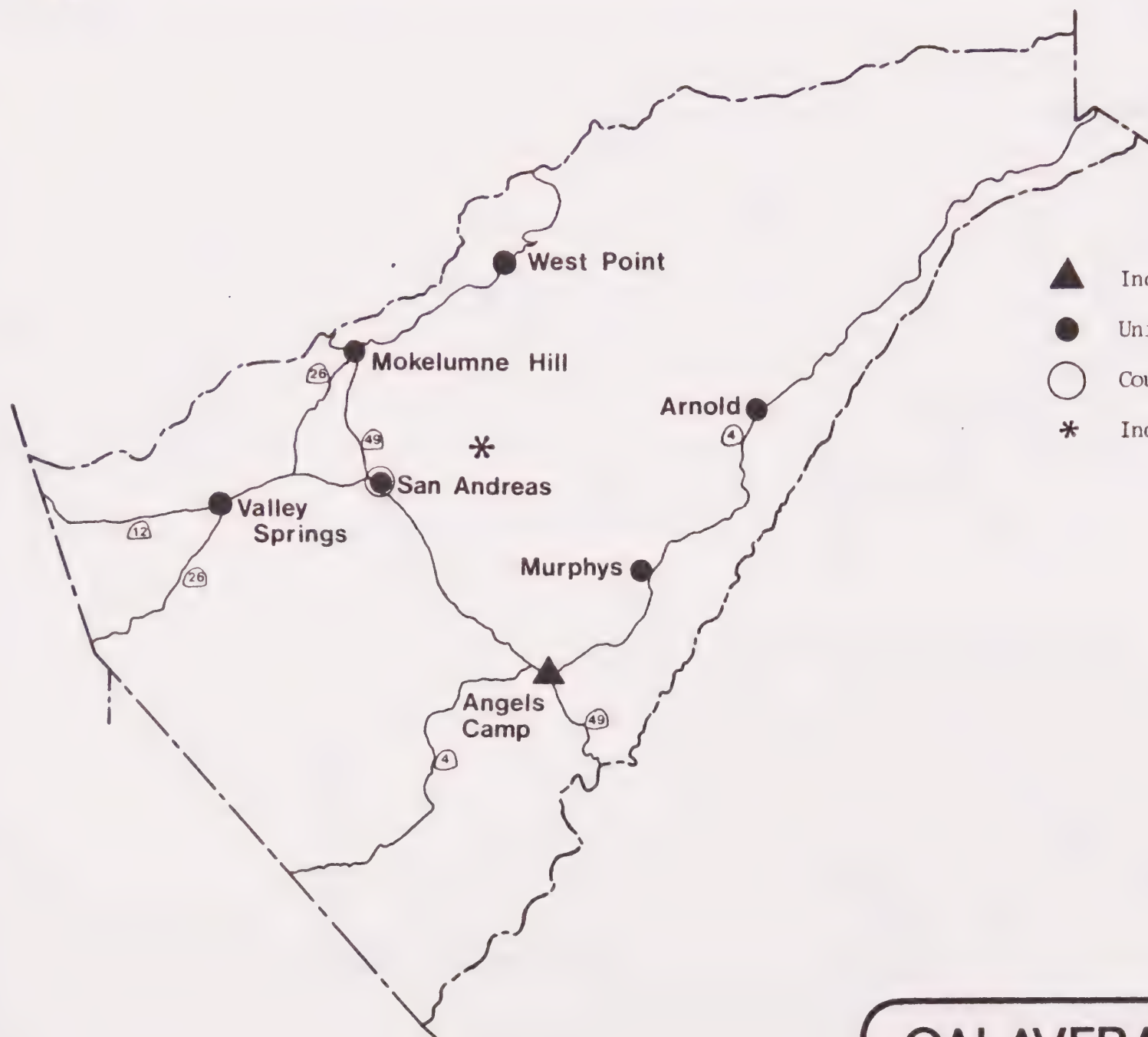
The City is bisected by two state highways - the north/south Highway 49, and the east/west Highway 4. Angels Creek enters into the City from the east, generally flowing adjacent to Highway 4 until its intersection with Highway 49; the creek then runs southerly out of the City, draining into New Melones Reservoir. Sixmile Creek comprises a portion of the City's southern boundary; it eventually joins Angels Creek south of the City.







NO SCALE

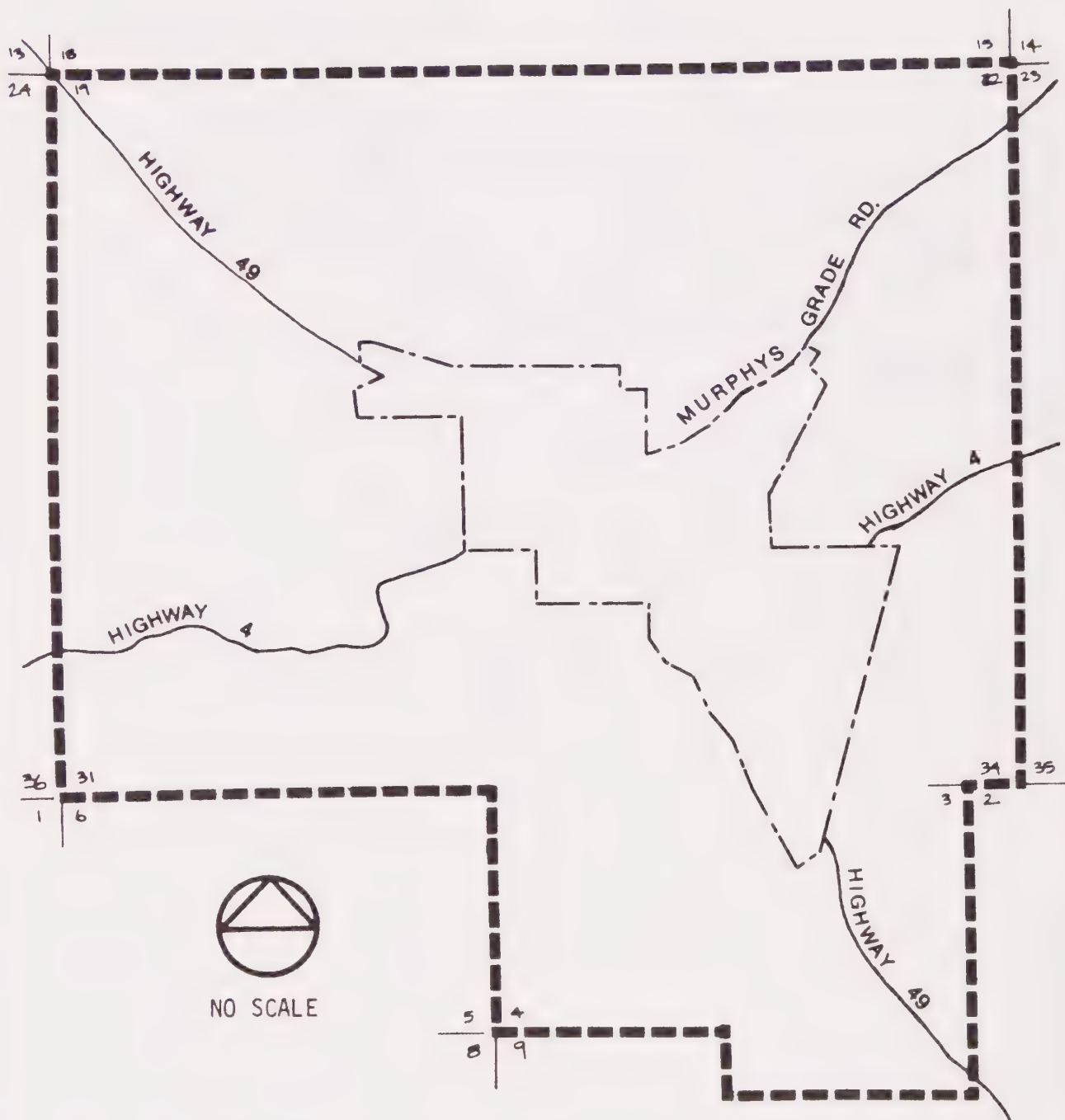


- ▲ Incorporated City
- Unincorporated Community
- County Seat
- \* Indian Rancheria

CALAVERAS COUNTY

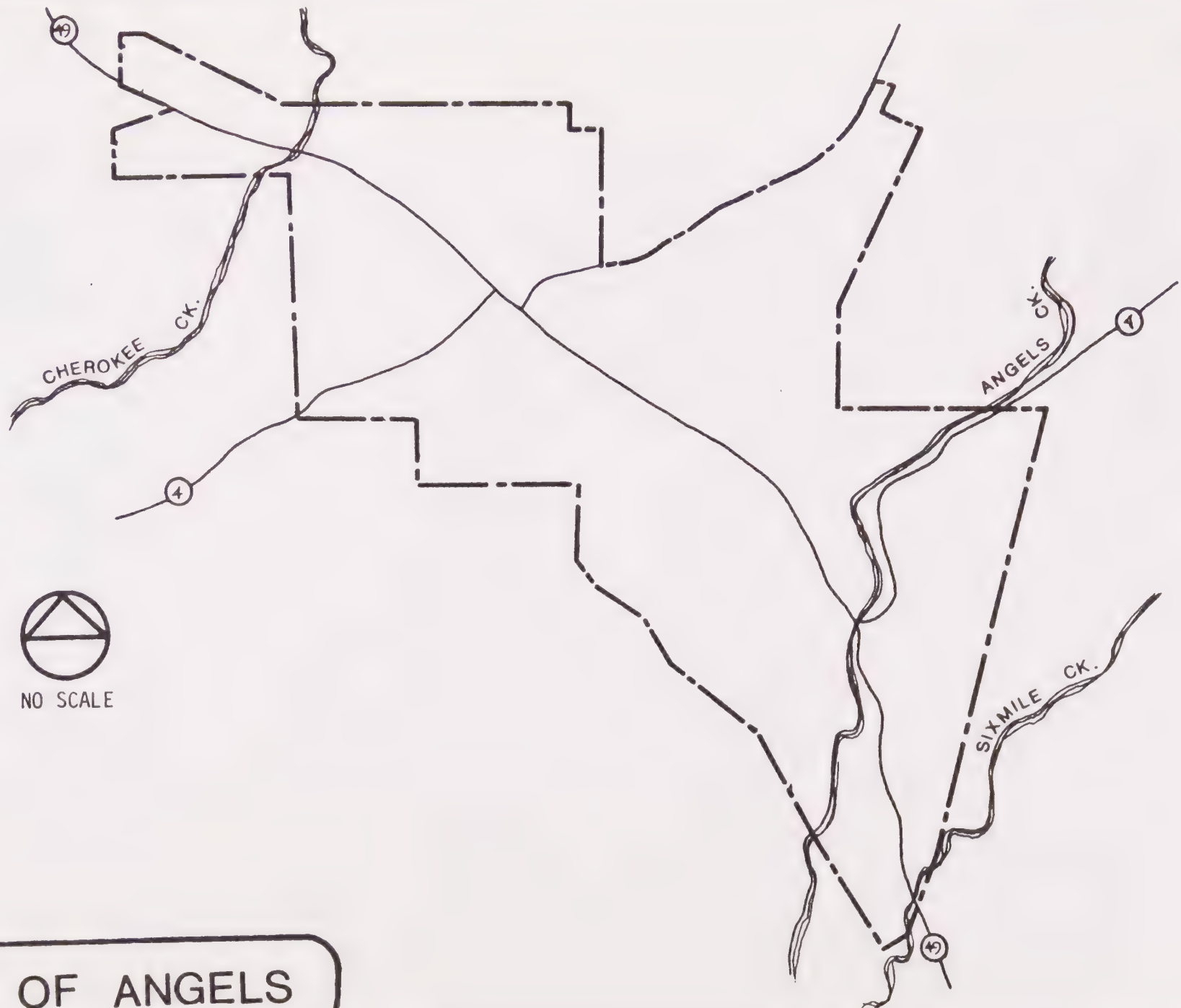






SPHERE OF INFLUENCE





CITY OF ANGELS





### C. PROJECT CHARACTERISTICS

The project is highlighted by comprehensive goal and policy statements which respond to the nine mandated General Plan elements; short range implementation program proposals to carry out these statements; and various standards and criteria by which later projects will be judged.

Generally, the project is oriented toward promoting a healthy, balanced economy recognizing the need for a desirable mix of employment, service, tax base, living environment, and economic opportunity. In providing for this, and due in part to the broad scope of a General Plan, the project strives to recognize the importance of the rural, small town environment characteristic of Angels, and to maintain those values in both established and newly constructed neighborhoods. The project also examines the various limitations which are anticipated in the future, and attempts to provide guidance for decisions concerning those limits.

## 2. ENVIRONMENTAL SETTING

### A. POPULATION

According to the 1980 Census of the Population, the City of Angels has 2,302 residents. This is 592 persons (34.6%) more than the 1970 Census, and 50 persons (2.2%) more than the Department of Finance Special Census conducted in 1976. These 1976 figures indicate that 48.5% of the population is male, and 51.5% is female.

The 1980 Census figures show that the City is primarily Caucasian, with 2,216 (96.3%). This is followed by American Indian with 41 (1.8%); Asian and Pacific Islander with 12 (.5%), and Black with 4 (.2%). Other races comprise 29 individuals (1.2%).

### B. EXISTING LAND USE

The existing land use pattern of the City has been previously based upon a General Plan map with three residential uses, one commercial use, one industrial use, one public service, one agricultural, and one open/recreation use. Areas of designated floodway have also been delineated. The following table shows the development criteria for these areas.





LAND USE CATEGORYDEVELOPMENT CRITERIA

R-S Residential Suburban	1 family/1-10 acres based upon access, services, terrain, soils, natural features
R-L Residential Low Density	1 family/acre to 1 family/standard lot
R-M Residential Medium Density	up to 3 families/ standard lot to maximum allowed by zoning
C Commercial	Intensity to conform with zoning regulations
I Industrial	Intensity to conform with zoning regulations
PS Public Service	Public or <u>quasi</u> public uses for public services. Can be used in combining form with Open/Recreation.
<sup>E</sup> A- <del>B</del> Agricultural Estates	One family per 5-20 acres
O-R Open-Recreation	Activities to protect and maintain open and recreational character

The City exhibits a strong commercial strip from the southern intersection of Highway 49 and 4, to the northern city limits. The residential neighborhoods have grown and developed surrounding this strip, with less intensive uses on the edges of the City.

C. CLIMATE

The planning area is classified as Mediterranean Warm Summer (Csa), which is characterized by mild, wet winter seasons (November through April), and hot, dry, summer seasons (May through October). The annual temperature average at this elevation is 55°, with a range of 25 to 30 inches of rain during a normal year. Snow <sup>fog are also occur infrequently</sup> ~~is a very infrequent occurrence~~ during the winter; ~~however, fog is frequently present, drifting to this elevation from the San Joaquin Valley.~~ During the summer, daytime temperatures are usually in the 90's, and periodically exceed 100°. Wind velocities in the area are estimated at an average of 9 MPH, with calm 20% of the time; prevailing winds are from the northwest.



#### D. GEOLOGY

The Angels planning area is located within the Sierra Nevada Geomorphic Province, a large block of the earth's crust which has broken free to the east and tilted westward. The rocks of the Sierran block consist of a bedrock complex and a superjacent series of much younger sedimentary and volcanic rocks. The bedrock complex is characterized by highly folded and metamorphosed volcanic and sedimentary rocks of the Paleozoic and Mesozoic ages, mainly the Calaveras Formation. Overlying the Calaveras Formation are undeformed beds of sedimentary and volcanic rocks of the Tertiary age; these comprise the superjacent series.

The area is also within the zone famously known as the Mother Lode. The Mother Lode is part of a fissure system located within the Melones Fault zone, where numerous quartz veins and gold ore bodies are known to exist. Gold was abundantly available within the Angels area, as evidenced by the numerous mines that were worked in the area. Today, the City is underlain by numerous tunnels left over from the previous mining era, and could provide some development constraints in the future.

Within the sphere of influence, mining activity has been reborn by the Miller Mining Company project, which encompasses both surface and sub-surface activities, including underground placer mining, processing of materials for gold, sand and aggregate processing, transport, and reclamation.

#### E. SEISMIC

The area lies within the Melones Fault system which, along with the Bear Mountain Fault Zone, comprises the Foothills Fault System. This system is a broad band of faults and fault zones extending for some 200 miles along the Sierra Nevada foothills. The earthquake history of the region indicates few damaging earthquakes. It is felt that the Melones Fault system is Pre-Quaternary (older than 2 million years), or at least has demonstrated no recognized Quaternary displacement. It would be wrong to assume that the system is "dead"; it may be that evidence of displacement has been destroyed or eroded away over time, or has been covered by vegetation.

In the past, there was little concern about the earthquake activity in the foothills. With the Oroville earthquake in 1975, however, new interest was focused toward the foothills. The historical record points to this planning area as being earthquake insignificant; however, a large earthquake in the area should be considered possible.





## F. SOILS

Generally, the soils of the area have been formed by the weathering and breakdown of the underlying rocks and minerals including greenstone, slates, and tuffs. Their natural drainage is good, runoff is medium, and erosion hazard is slight to moderate.

The primary soil association found in the planning area is the Guenoc-Stonyford association. Its surface layer is dark reddish brown, rocky clay loam; the subsoil is dark red heavy clay loam. Its effective depth is 35 to 55 inches.

For a profile for the general soil associations found in the area, refer to the map on page 13, and the table on page 14.

## G. HYDROLOGY

The planning area is split into two drainage basins by a ridge that enters the area from the northeast generally paralleling Murphys Grade Road, moving north around Bald Hill, flattening out in Altaville crossing Highway 49 at Dogtown Road, then moving southwest across Highway 4 out of the area.

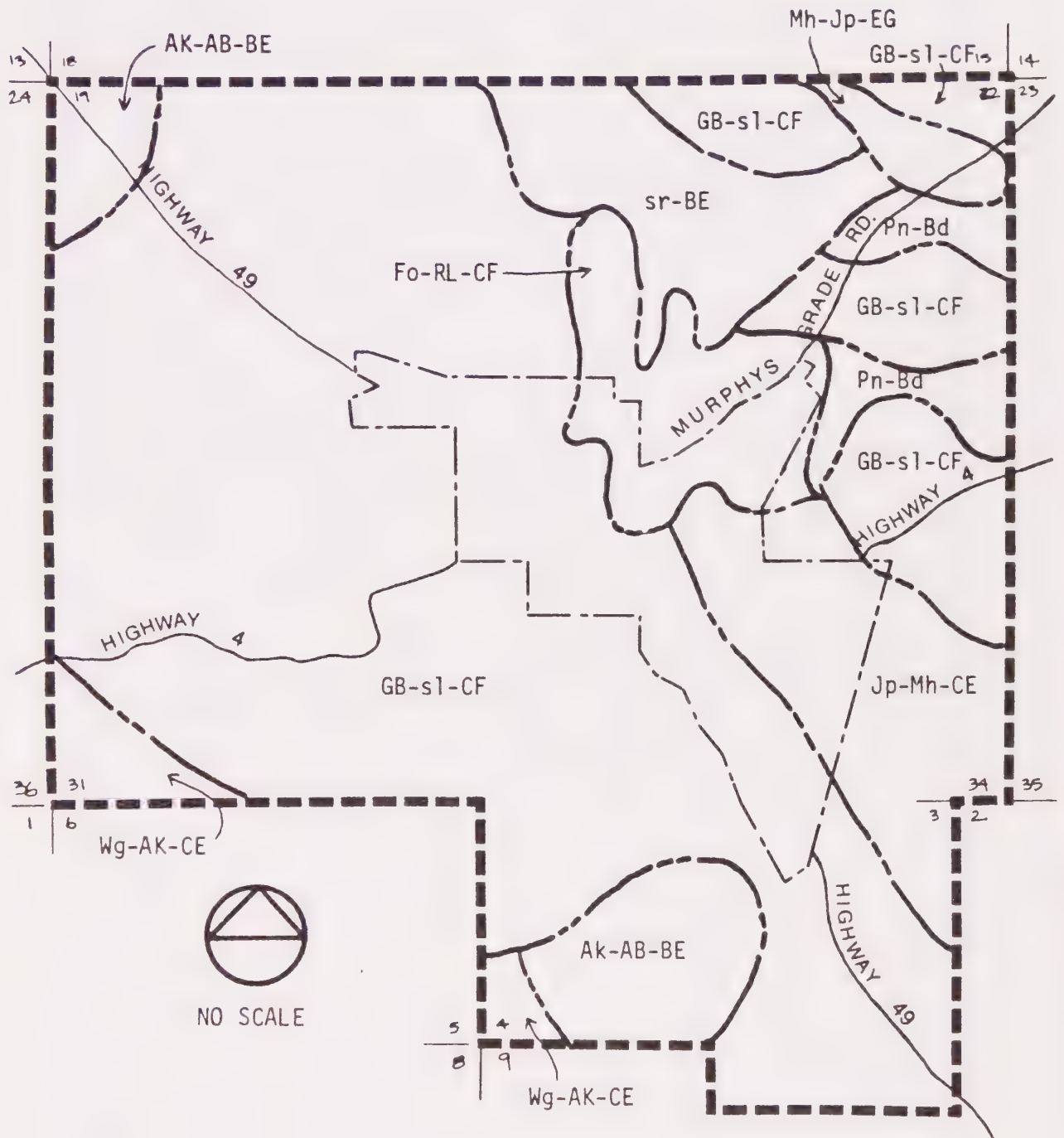
Drainage to the north of the ridge is assisted by French Gulch, Cabbage Gulch, and Cherokee Creek, eventually draining into San Domingo Creek, which flows to the Calaveras River. Drainage to the south is assisted by Sixmile Creek and China Gulch, which flow into Angels Creek. Angels Creek then flows downstream to the Stanislaus River/New Melones Reservoir.

Flood hazard within the planning area is minimal. According to the U.S. Department of Housing and Urban Development Flood Hazard Map, there are three areas of concern in Angels. The first is located at the upper end of Purdy Road south to China Gulch, proceeding down the gulch to its intersection with Angels Creek near Raspberry Lane and Booster Way. The ← second area of concern is along Angels Creek as it flows behind Finnegan Lane and out of the City. A third area is along Sixmile Creek where it enters into the City along the southern corporate boundary.

Generally, the area has low groundwater potential, with low yield to individual wells, and may be drought prone. While this is not a problem within the City because of the water system there, it could prove to be a constraint to development for areas within the sphere of influence.







- SPHERE BOUNDRY
- CITY LIMITS
- SOIL BOUNDRY

# GENERAL SOILS MAP

SPHERE OF INFLUENCE



# TABLE OF SOIL CHARACTERISTICS AND QUALITIES

MAP SYMBOL	SOIL NAME	SOIL PROFILE (DRY)			NATURAL DRAINAGE	SUBSOIL PERM	RUNOFF	EROSION HAZARD	EFFECTIVE DEPTH (inches)	A W C (inches)
		SURFACE LAYER	SUBSOIL	SUBSTRATUM OR PARENT MATERIAL						
Ak-AB-BE	Auburn-Argonaut association, 2 to 30 percent slopes	Strong brown rocky silt loam, slightly acid	Yellowish red silt loam, slightly acid	Partly weathered greenstone	Good	Moderate	Slow to Medium	Slight to Moderate	12 - 22	3
Fo-RL-CF	Forward-Rock land association, 5 to 50 percent slopes	Light brownish gray very cobbly sandy loam to loam, slightly acid	Very pale brown, very stony sandy loam, medium acid	Partly weathered rhyolite tuff	Good	Moderately rapid	Slow to Medium	Moderate	20 - 30	2
GB-sl-CF	Guenoc-Stonyford association, 5 to 50 percent slopes	Dark reddish brown, rocky clay loam, slightly acid	Dark red heavy clay loam, medium acid	Partly weathered greenstone	Good	Moderately slow	Medium	Slight to Moderate	35 - 55	8
Jp-Mh-CE	Josephine-Mariposa association, 5 to 30 percent slopes	Brown gravelly loam, medium acid	Partly weathered metasedimentary rock	Partly weathered metasedimentary rock	Good	Moderately slow	Medium	Slight to Moderate	40 - 55	9
Mh-Jp-EG	Mariposa-Josephine association, 15 to 75 percent slopes	Pale brown very rocky gravelly loam, medium acid	Pink, silty clay loam, strongly acid	Partly weathered metasedimentary rock	Good	Moderate	Medium to Rapid	Slight to High	15 - 25	3
Pn-Bd	Perkins acid variant association, 2 to 15 percent slopes	Brown, gravelly sandy clay loam, medium acid	Strong brown gravelly light clay, strongly acid	Partly weathered gravels of mixed origin	Good	Moderately Slow	Medium	Slight to Moderate	45 - 60	8
sr-BE	Supan association, 2 to 30 percent slopes	Brown very cobbly loam, slightly acid	Brown very cobbly clay loam, medium acid	Partly weathered andesite tuff	Good	Moderately Slow	Medium to Slow	Slight to Moderate	30 - 50	6
Wg-AK-CE	Whiterock-Auburn association 5 to 50 percent slopes	Brown very rocky gravelly loam, medium to strongly acid	Same as surface	Partly weathered slates and shists	Good	Moderate	Medium	Slight to Moderate	6 - 12	1





#### H. WATER QUALITY

The planning area is within the San Joaquin Planning Basin of the Central Valley Regional Water Quality Control Board. This board, along with the State Water Resources Control Board, are the principal state agencies with primary responsibilities for coordination and control of water quality.

The quality of surface waters within the area is excellent, and is listed as having less than 110 parts per million of dissolved solids, consisting mainly of calcium and magnesium bicarbonate. Additionally, suspended solids are rated low, which improves water quality.

#### I. AIR QUALITY

The area is located within the Mountain Counties Air Basin. Air quality is generally considered to be well above Environmental Protection Agency and Air Resources Board standards. Studies conducted regionally have shown low levels of pollutants exist, but are not significant, although some portions of the foothill areas below 2,000 feet may be affected by inversions in the San Joaquin Valley air basin. At present the area, as part of Calaveras County, is in full attainment and no immediate problem is foreseen. ?

#### J. VEGETATION

The planning area is located in the Foothill or Digger Pine/Chaparral plant belt, which generally runs at the 200 to 3,000 foot elevation north to south through the foothills. It is characterized by two contrasting, often intermingled parts: pine-oak woodland, and brushlands or chaparral.

The area within the City limits, while exhibiting characteristics of the Foothill belt, also contains vegetative species not native to the area. These species have been introduced to the City in order to enhance the quality of life in the built up environment. The area within the sphere of influence has retained the atmosphere of the natural environment of the Foothill plant belt, with very few import species introduced.

Commonly observed native trees and brush include the Digger Pine, Interior Live Oak, Blue Oak, Western Redbud, Poison Oak, Lupine, and Buckbrush. ←  
Grasses and forbes include annual rye grass, prairie june grass, tarweed and vinegar weed.

Along the riparian areas, an additional variety of plants are to be found. Riparian habitat is considered one of the most valuable wildlife habitats, and often is a key to wildlife use over a wide area. Typically, wildlife



diversity and density are higher in this type habitat than any other. Riparian habitats also provide important shade and nutrients for aquatic environments. Common vegetation found in the habitat include cottonwood, willow, alder, ash, blackberry, wild grape, cattails, horsetails, and sedges. Because of its limited occurrence, high wildlife values, and importance to other habitats, high constraint values should be assigned to all land use activities adjacent to riparian areas. Proposed uses should be evaluated for their potential impact with respect to erosion and alteration of streams. Within preparation of this analysis, no rare or endangered species of plants have been identified within the planning area.

#### K. WILDLIFE AND FISHERIES

The area is located within the Upper Sonoran Life Zone. The widespread distribution of oak woodland, associated grasses, and brush in this zone provide native habitat for abundant wildlife. Oak trees afford cover and nesting sites for a variety of small birds. Acorns supply a nutritious source of food for birds, small and medium sized mammals and deer. Brush and chaparral provide cover for a variety of animals and important browse for deer and birds.

The most conspicuous mammal in this area is probably the California <sup>black tail</sup> mule deer. Also common are the grey squirrel, ground squirrel, opossum, shrew, raccoon, spotted and striped skunk, brush and jack rabbit, grey fox, and coyote.

Reptiles which inhabit the area are various lizards and snakes. Common birds include the valley quail, red-tailed hawk, owls, and numerous small birds. Fish commonly found in the creeks include rainbow and brown trout, and the western sucker.

There are no known rare or endangered species of wildlife within the planning area, and none have been reported as being observed.

#### L. ARCHAEOLOGICAL

The Angels planning area is part of the territory occupied by the Central Sierra Miwok Indians. The Central Sierra Miwok made intense use of the Stanislaus and Tuolumne Rivers, and their major tributaries. These people were hunter-gatherers who made their primary settlements in the lower altitudes of the foothills. At various times of the year, they would journey to the higher elevations in order to gather food not found in the vicinity of their settlements. Food processing was accomplished by





using grinding implements and ovens. Hunting and butchering was accomplished with projectile points, knives, scrapers, blinds, and deadfalls.

Historical growth and development within the City of Angels has virtually destroyed any prehistorical sites that may have existed there. An exhaustive search for such sites was not conducted within the sphere of influence, although it may be possible that such sites do exist, particularly within riparian areas. It should be said that even though no pre-historic sites are known to exist within the planning area, future planning and project development should take into account any such resources discovered.

#### M. HISTORICAL

It would be impossible to describe in a few paragraphs the glorious historical development of the City of Angels. The City developed at a frantic pace, much like many other cities of its type during the Gold Rush era.

Angels was founded in 1848 by George Angel, starting with a trading post serving many of the other mining camps in the vicinity. Angels Camp initially had a population of around 300, and in a few short years grew to about 4,000. The first post office was established on Carson Creek in November of 1851, and was later moved to Angels in May of 1853.

The townsite of Angels Camp was surveyed by A. B. Beauvois, County Surveyor of Tuolumne County, in 1874. The town was laid out in eight blocks, with approximately 100 lots. The major streets at that time were Main Street, Bush Street, Hardscrabble, Finnegan Lane, Central Alley, and Raspberry Lane.

Rasp~~b~~erry Lane gets its name from Bennager Rasp~~b~~erry, who is famous for his unique gold discovery. It was Rasp~~b~~erry who, upon jamming his ramrod into his musket, fired the musket at a hillside in order to get the ramrod out. The ramrod went into the exposed roots of a manzanita bush; upon uprooting the manzanita to get the ramrod, upon the ground lay gold. His discovery lead to an all new gold rush in the Angels area.

And quite a rush it was, as mines opened throughout the City. Some of the mines had names such as the Utica, Lightner, Dead Horse, and Last Chance. As the mining slowly drew to a close, Angels' economy evolved with improved commercial services, construction, and a growing tourism/recreation trade.



Angels finally incorporated as a city in 1912. In 1972, the City of Angels annexed the community of Altaville, thus creating a Main Street of around three miles in length.

#### N. TRAFFIC

As previously mentioned, the City is bisected by two State highways - Highways 49 and 4. The entire area is considered by Caltrans to be an area of low traffic volume (less than 20,000 average daily traffic (ADT)). According to Caltrans, the 1980 ADT for Angels during high volume period was 9,100. The data would indicate that the high use area is on Highway 49 in the Altaville area north to the City limits. 1979 ADT counts for Highways 49 and 4 are as follows:

	<u>ADT</u>
Highway 49 North of Dogtown Rd	6,500
Highway 49 @ Murphys Grade Road	7,100
Highway 49 South of Highway 4	1,950
Highway 4 East of Highway 49	1,200
Highway 4 West of Highway 49	3,100

There are no high traffic volume areas in Calaveras County, and should not be reached for 10-20 years.

Examples of streets acting as collectors include Mark Twain Road, Stanislaus Avenue, and Dogtown Road.

#### O. NOISE

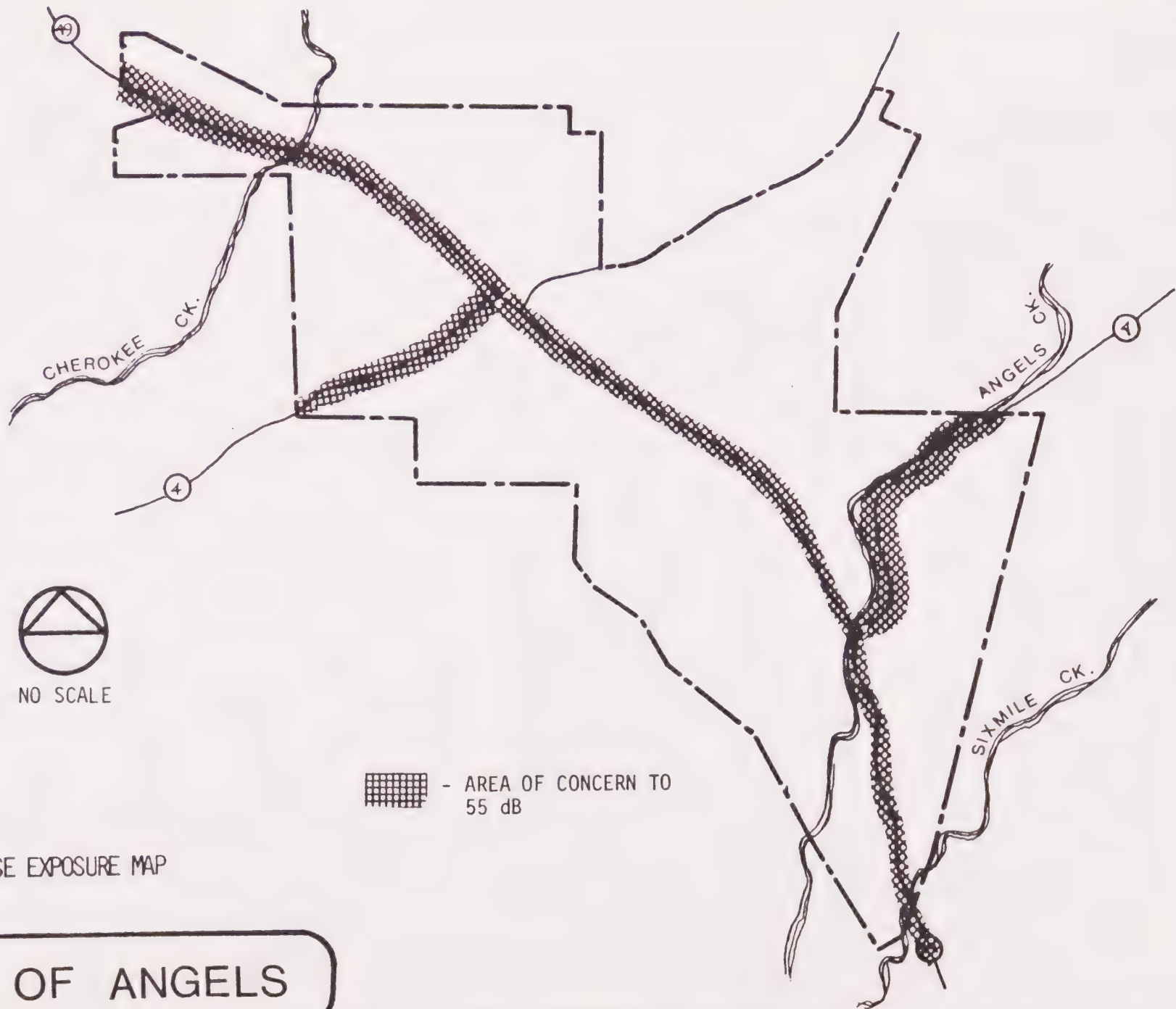
Environmental sound becomes noise at the point where the elements of sound become unwanted. Within the City, the primary generating source of noise is accrued from the two State Highways.

The data received from Caltrans uses the L<sub>10</sub> noise decriptor, which is the noise level in dBA that is exceeded for 10 percent of the time period. The table shows noise levels for the years 1973 (most recent data) and 1995 (projected). The L<sub>10</sub> noise contour distance is measured from the center of the nearest traffic lane.

Location	1973 L <sub>10</sub> Contour				1995 L <sub>10</sub> Contour			
	70	65	60	55	70	65	60	55
South City Limits to South Jtn of Hwy 4		40'	75'	140'	25'	60'	110'	230'
Altaville Creek	30'	70'	140'	280'	60'	130'	250'	460'







NO SCALE



- AREA OF CONCERN TO  
55 dB

NOISE EXPOSURE MAP

CITY OF ANGELS



It should be noted that since 1976, the Ldn noise deciptor has been in use. The Ldn is a day/night average sound level during a 24 hour day obtained after addition of 10 decibels to sound levels in the night after 10 p.m. and before 7 a.m.

In areas of low traffic volume such as Angels, a general rule of thumb is used:

1. At less than 45 miles per hour, the 60 decible contour line is at 100'.
2. At high speed (55 mph), the 65 decibel contour line is at 100'; 60 decibel line is at 200'.

It is felt for the purposes of addressing environmental noise within this report the  $L_{10}$  noise descriptor will adequately meet planning needs.

#### P. WATER SERVICE

As of the end of 1980 , water was provided for 950 connections by the Pacific Gas and Electric Company as part of their electrical power system. Existing facilities include an open canal transport flow system that delivers water to its storage reservoir at a rate of 40 C.F.S. The Angels Camp System uses what it needs leaving the remainder for power generation. The transport system is 130 years old.

The water treatment facility has a capacity of 1400 g.p.<sup>m.</sup>d. and its components are between 12 and 26 years old. The treatment facility also has an open treated storage area with a capacity of 1,000,000 gallons. This facility will be covered in the near future.

Service charges from June 1, 1981 through June 1, 1982 range from \$5.00 for a 5/8" x 3/4" meter to \$90.00 for a 5/8" ~~x~~ 8" meter. After June 1, 1982 rates will increase to \$6.50 and \$120.00 respectively.

The utility anticipates both commercial and residential growth, but feels it will be able to meet projected area needs without major changes.

#### Q. SEWAGE

Sewage is collected via the Angels Collection System and transported to the Angels Waste Water Treatment facility located at the confluence of Angels and Sixmile Creek. The facility involves four ponds which are, in order: the aeration pond, two settling ponds and the Chlorination pond.





The facility uses an activated sludge process in treating sewage. This treatment involves aerating the waste so that the microorganisms present can utilize the air supplied to stabilize the waste. It is this aeration that reduces the odors of the sewage. As the sewage travels between the aeration and settling ponds it is run through a clarifier, where the activated sludge is removed and returned to the aeration pond, and the effluent is directed on to the settling ponds. Prior to 1976, there was direct discharge of treated effluent into Angels Creek. However, in 1976 an effluent disposal facility, consisting of a spray irrigation system located to the south of the plant, was constructed.

The city currently experiences certain inflow and infiltration (I & I) problems with respect to the collection system. These problems have been recently studied in a project report prepared by Weber/Hall Consulting Group. The report presents several alternatives toward correcting problems; however, financial assistance from the Environmental Protection Agency and the State Water Quality Control Board will be required to implement the corrective work.

#### R. LAW ENFORCEMENT

The City police force is made up of 9 persons; 4 patrolmen, 1 patrol sergeant, 1 juvenile officer, <sup>1</sup>/~~2~~ dispatcher~~s~~, and 1 chief. Each officer on patrol serves 2,500 citizens over a 2.5 square mile area. Average response time is 5 minutes. Patrolmen answer approximately 3000 calls per year, of which 186 are serious crimes. Policemen are on patrol 24 hours a day but between 5 p.m and 8 a.m. and on weekends, dispatch is handled by the Calaveras Sheriff's Department.

Basic police services are paid for through general tax revenues. In addition to these funds, in 1980 three grants were approved for the city adding 1 CETA patrolman, 1 CETA dispatcher and 1 C.Y.A. juvenile officer. Plans for increased services include <sup>additional personnel</sup> ~~new men~~, facilities, vehicles and equipment. According to the Chief of Police both the patrol force and the investigation force will have to be increased in the next few years. The police station is already overcrowded and a new facility with holding cells will be required in the near future. Two vehicles, besides the 3 used currently, will be required in the next 5 years, in addition to the replacement of all equipment. New radar for traffic enforcement will also be needed.



## S. FIRE PROTECTION

The city fire department services the incorporated community, approximately 2.5 square miles. Staff includes one paid fire service maintenance and safety officer and 37 volunteers. Training is provided by the local department.

The fire department receives approximately 30-35 calls annually. Of these, fewer than 5 result in major fires. Response time averages 4-5 minutes.

\*Seven vehicles are owned by the Department: 5 engines, 1 pickup support vehicle, and 1 Chief's car. The newest engine was bought last year with Federal revenue sharing funds. At this time the oldest engine of the three "first roll" engines is a 1963 model. While all vehicles are well maintained, the age of the 2 backup engines would make them more difficult to repair in the event of a major breakdown.

The fire department is currently housed in downtown Angels Camp. While the facility is adequate for equipment and men, the location is further from newly annexed portions of the City. Property has been acquired by the City in Altaville to be used in the future for a new fire house in that area.

## T. SCHOOLS

Two school districts operate in the planning area. Mark Twain Union Elementary had a 1980 enrollment of 326 students and Bret Harte Union High School had 535 students. There were 120 high school graduates in June 1981.

The ultimate capacity, as estimated by district superintendents, is 449 for Mark Twain Elementary and 650 for Bret Harte High School. No additional buildings can be added to the elementary school campus but additional structures could be accommodated on the high school campus.

Special Education students number 11 in the elementary school and 34 in the high school.

\*24 hour dispatch is handled by the State Department of Forestry in San Andreas. CDF also has a mutual aid agreement with the City Fire Department. Other aid, especially for the Altaville area, is supplied by the Altaville-Melones Fire Department.





It is estimated by the schools that .4 elementary age students and .25 high school students will be added to school enrollments with each new single family dwelling. Using the July, 1986 projection of 108 new housing units, there should be approximately 27 new high school and 43 new elementary students from the City by 1986.

#### U. TELEPHONE SERVICE

Telephone service is provided for the planning area by Pacific Telephone Company. In May 1981, there were 365 business and 1020 residential users within the City limits.

Rates for service in the basic rate area, as of May 1981, are \$53.00 installation and \$15.35 monthly for a one party business line and \$43.00 installation and \$5.95 for a one party residential line. A seven line business phone costs \$2,000.00 to install and \$300.00 per month.

Outside the basic rate area, each user is allowed 1000 feet of line extension free of charge. Longer extensions are charged at 50% of the estimated cost on public roads and 75% of the estimated cost on private property.

Increased demand in the service area will be met by placing 1,100 feet each of underground conduit and underground cable, plus 10,000 feet of aerial cable along major traffic routes. The Angels Camp switching center ~~is~~<sup>has</sup> ~~currently being~~<sup>been</sup> expanded and other telephone facilities necessary to provide service to new apartment and commercial buildings are being planned.

#### V. RECREATION

The City of Angels maintains a key position in the recreation field being at the crossroads of two state highways. Local residents and tourists pass through Angels on a year round basis to enjoy a variety of recreational pursuits. The principal attractions are the Sierra Nevadas which offer winter and summer opportunities, the historic gold mining towns, and several large reservoirs providing water sports opportunities.

On a regional basis, for summer use there is camping, fishing and hiking pursuits in the Stanislaus National Forest or Calaveras Big Trees State Park. At nearby Melones Reservoir there is swimming, boating, camping. Along the Stanislaus River is white water rafting. And of course, sightseeing is a continuous activity.



The City of Angels offers a number of activities with local parks, a swimming pool, tennis courts, playing fields, a museum, and restaurant and motel accommodations. At nearby Frogtown, the Calaveras County Fair and Jumping Frog Jubilee is held each May.

The following table illustrates the estimated recreation activity in Calaveras County in 1985.

TABLE  
ESTIMATED 1985 RECREATION ACTIVITY  
CALAVERAS COUNTY

	<u>% of Total</u>
Sightseeing	18.2
Picnicking	17.4
Recreation residents	6.0
Swimming	12.9
Fishing	12.0
Boating	7.3
Camping	19.0
Water sports	1.9
Hunting	1.3
Hiking and riding	1.3
Golf	1.2
Exhibitions and tours	0.7
Snow play and skiing	0.2
Gathering forest products	0.2
Nature study	0.1
Bicycle riding	<u>0.1</u>
Total	100.0

---

Source: Calaveras County Recreation Plan, 1969

#### W. ECONOMY/EMPLOYMENT

Generally, the economy of the city is primarily oriented toward commercial services addressing the needs of local residents and of tourists/recreationists. Proposed expansion of commercial services will probably result in the city becoming more attractive to consumers in the type and variety of services and merchandise offered.





One indicator of the health of the local economy is in the number of sales tax permits. In 1979, the city had 124 total outlets, 73 of those retail stores. In 1980, the city had 73 retail stores, but added 8 total outlets, an increase of 6%.

Another economic indicator is taxable sales. In 1979, Angels had \$18,996,000 in taxable sales which was 25.6% of the County. In 1980, taxable sales rose to \$20,012,000; however, the percentage of the County declined to 24.1%. This minor decline is reflective of the commercial growth within the County, particularly east of Murphys along Highway 4.

Lacking a comprehensive employment profile of planning area residents, employment information for the city is difficult to come by. Data for the county is readily available, however, and is applicable for the purposes of this report. This profile is presented in the table on page 26.



# EMPLOYMENT BY INDUSTRY - CALAVERAS COUNTY

INDUSTRY	SEPTEMBER 1979 NO.	% SHARE	SEPTEMBER 1980 NO.	% SHARE	CHANGE IN LABOR FORCE	PERCENT GROWTH RATE	CHANGE IN PERCENT SHARE
Agriculture	100	2.0%	100	1.9%	-0-	0.0%	-0.1
Construction & Mining	775	15.1%	850	15.7%	+75	+9.7%	+0.6
Manufacturing	475	9.3%	425	7.9%	-50	-10.5%	-1.4
Transportation & Public Utilities	250	4.9%	250	4.6%	-0-	0.0%	-0.3
Wholesale & Retail Trade	850	16.6%	1,025	19.0%	+175	+20.6%	+2.4
Finance, Insurance, & Real Estate	175	3.4%	175	3.2%	-0-	0.0%	-0.2
Services	750	14.6%	875	16.2%	+125	+16.7%	+1.6
Government	1,750	34.1%	1,700	31.5%	-50	-2.9%	-2.6
TOTAL WAGE AND SALARY WORKERS	5,125	100.0%	5,400	100.0%	+275	+5.4%	---

SOURCE: Compiled from data provided by the California Employment Development Department, Employment Data and Research, Northern Area Labor Market Information Group. Compiled by the Central Sierra Economic Development District, June, 1981.

NOTES: Employment reported by place of work. Does not include persons involved in labor-management trade disputes, the self-employed, volunteer or unpaid family workers or private household workers.

Percents may not equal sums due to independent rounding.





## SECTION II

Goal, Policy, and Implementation Programs



## A. COMMUNITY DEVELOPMENT

Of all of the factors which contribute to the quality of life within Angels, probably the most valued is the rural, small town environment. This type of environment is not unique in any way because there seems to be an endless number of rural, small communities in the state. But each of these communities maintains an atmosphere which, in its own special way, makes life just a little bit better.

The importance of this has been best expressed by Angels' residents in response to the public opinion survey of the goals and policies relating to community development, covering a broad range of topics from the economy to aesthetics. This range of goals and policies has been molded together to address the mandated Land Use Element, and an optional Historic Preservation Element. In this manner, taken together with the goals and policies of the other plan elements, community development issues and opportunities have been carefully responded to.

### 1. GOAL AND POLICY STATEMENTS

#### a. Growth Management

- |               |   |
|---------------|---|
| <u>GOAL</u>   | "Allocate growth at a rate that is within the physical, social and economic capabilities of the community."                   |
| <u>GOAL</u>   | "To guide development within the city and its sphere of influence."   |
| <u>POLICY</u> | "New development shall pay for the expansion of facilities/services based upon additional needs created by that development." |
| <u>POLICY</u> | "An analysis of all public services shall be made to determine their capability to accommodate growth."                       |
| <u>POLICY</u> | "Prior to annexation to the City, the area shall be rezoned."   |
| <u>POLICY</u> | "City services shall not extend past the City limits, except when legally mandated."  |
| <u>POLICY</u> | "New development adjacent to the City, and within the sphere of influence, shall be considered for annexation into the City." |





- POLICY "Establish an agreement with the County that would uphold the City's goals and policies within the sphere of influence."
- POLICY "The sphere of influence will be reviewed, and when necessary modified, as a part of the General Plan process."
- POLICY "Insure that water line sizes are adequate to meet existing and projected water demands."

b. Economy

- GOAL "Promote a healthy balance of commercial, industrial and residential development to maintain a viable economy within the City."
- POLICY "Major development may require an economic analysis to promote a balanced economy."
- POLICY "Actively promote the City of Angels as the commercial and professional service center for the County of Calaveras."
- POLICY "Encourage public and private enterprise to provide adequate accommodations and services for residents and the visiting public."
- POLICY "Light industry is not to disrupt community and cause environmental problems or over-use of services."
- POLICY "New commercial development shall be contiguous to existing core commercial development."
- POLICY "Encourage an atmosphere of competitive business enterprise."
- POLICY "Actively promote light (low polluting) industry to provide local employment opportunity, such as wholesale distributors and warehousing."
- POLICY "It is the position of the city to have a desirable mix of employment service, tax base, living environment, and economic opportunity by increasing in proportion commercial, industrial and residential use."
- POLICY "Additional housing is needed to meet the needs of persons employed by new commercial or industrial development."



- POLICY "Encourage commercial development to satisfactorily service the needs of Angels, its sphere of influence, and adjacent communities by:
1. providing adequate commercially zoned land to meet commercial service area needs
  2. designating areas with available service connections."

c. Public Facilities/Services

GOAL "To provide and maintain rural and urban services and facilities of high quality for adequate health, safety and general welfare, commensurate with the rate of growth and size of population."

POLICY "Maintain government center, and public safety and maintenance facilities."

POLICY "Develop adequate parking for retail and commercial facilities."

POLICY "Improve public facilities in to increase the efficiency of operation."

POLICY "Pursue all avenues of funding to acquire monies for public facilities."

POLICY "City services are considered adequate for the current population and will not be expanded beyond the current cost per citizen ratio."

POLICY "Develop a Master City Drainage Plan if and when funding becomes available."

d. Energy

GOAL "To conserve energy wherever possible and practical."

POLICY "Develop requirements for energy efficient structures and support development of requirements for energy efficient appliances."

POLICY "Encourage the use of alternative energy saving devices."

POLICY "Promote the development and use of bike and walking trails."

POLICY "High density housing and commercial areas should be located in close proximity to minimize vehicle use."

POLICY "Promote and encourage development and expansion of public transportation."



POLICY "The need for major excavation should be considered in relation to the amount of energy required for such excavation."

POLICY "Insure that all subdivision parcels have the right to receive sunlight across adjacent parcels."

e. Citizen Involvement

GOAL "Foster as the community identity the sense of full participation, guaranteeing an opportunity for citizens to share in the activities, responsibilities and benefits of community life."

POLICY "Encourage broad public awareness and participation supportive of a viable democratic government."

POLICY "Resolve in a timely and efficient manner problems which citizens experience in their dealings with city government."

POLICY "Assure broad public awareness and participation in its policy formulation."

POLICY "Monitor and make available information necessary to assess community conditions and motivate appropriate actions."

POLICY "Seek maximum coordination and cooperation with the private sector in achieving common goals."

f. Historic Preservation

GOAL "To preserve the historic heritage of Angels Camp."

GOAL "To preserve and enhance the existing historic buildings and/or sites."

POLICY "Maintain a historic zone which runs from the intersection of State Highway 4 and 49 at Angels Creek, and proceeds north on both sides of Main Street to Bret Harte Road."

POLICY "A state and federal guideline information catalog will be available to citizens interested in personal historical registration of their homes."

POLICY "Liason will be maintained with the Calaveras County Historical Society and the Heritage Council."

POLICY "Encourage new commercial buildings to be of compatible design with historical nature of the community."





- POLICY "Encourage development of local interest and cooperation of clubs and service organizations in the enhancement of historical quality of the community."
- POLICY "Permits for demolition of unsafe buildings shall be evaluated for the buildings' historical value."
- POLICY "Develop alternate standards for the preservation of historical buildings or structures."
- POLICY "Adopt the State Historical Building Code."

## 2. STANDARDS AND CRITERIA

### a. Land Use Map

The City of Angels proposes no changes over their land use map which currently exists. The same land use designations will continue in effect, with the same population and building intensity criteria as listed within the Environmental Setting on page 10. Also refer to the general land use map on page 33. For specific detail, see wall map at City Hall.

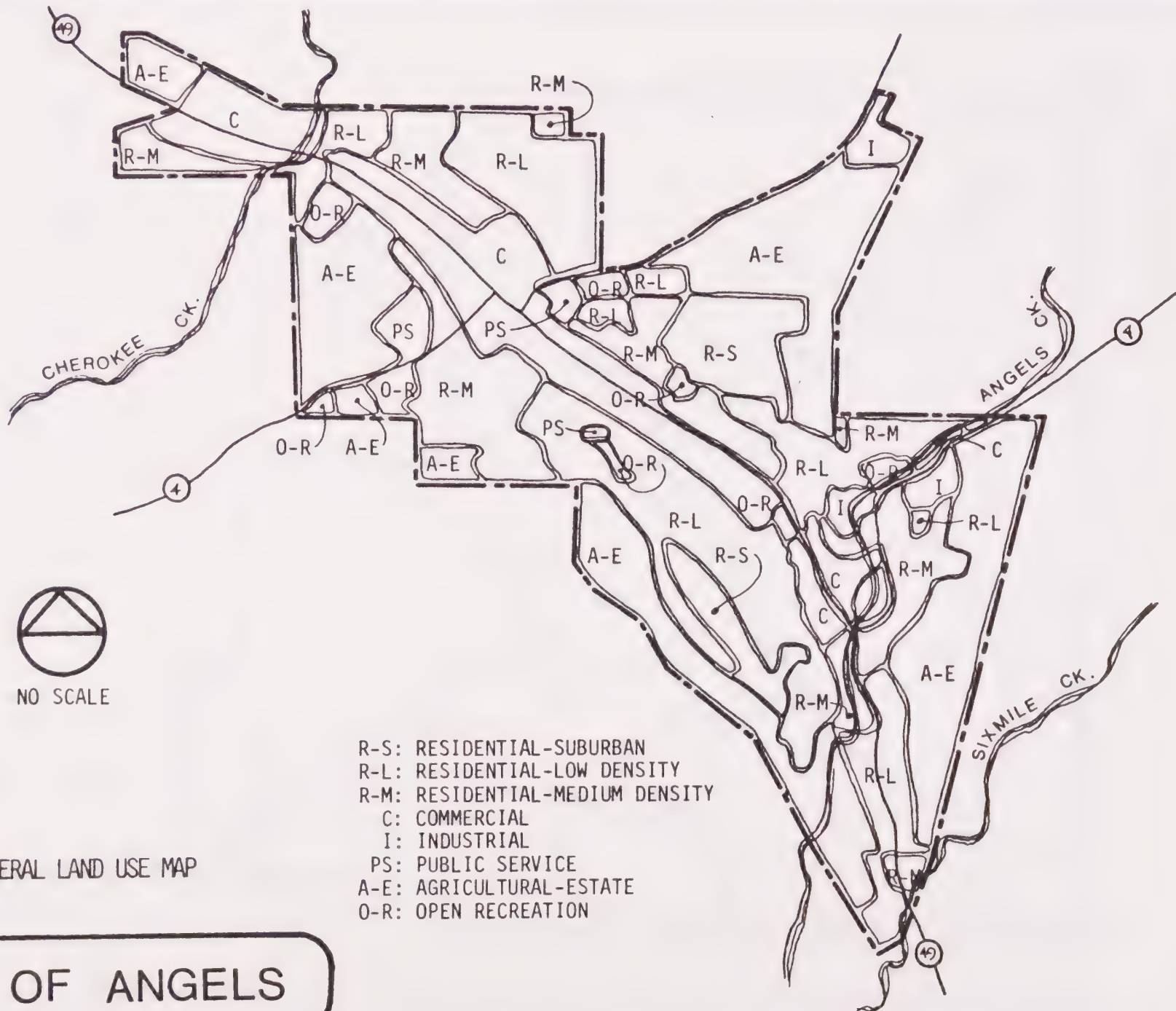
Consideration has been made for future planning within the City's sphere of influence. The proposed land use designations for lands in the sphere are included on the map on page 34. It should be stated that these designations are advisory only and have no legally binding impact upon the County.

## 3. IMPLEMENTATION PROGRAMS

### a. Growth Management

1. Revise and update the city zoning ordinance in order to draw consistency between it and the proposals of this General Plan.
2. Determine the local cost of services, facility and infrastructure expansion which new development necessitates. These costs should be estimated on a per dwelling unit basis. Enact an ordinance requiring developers to pay their share of these costs.
3. Complete an analysis of services offered by the City in order to determine their capability to handle increased growth.
4. Meet with County officials regarding planning activities within the sphere of influence, and attempt to establish an agreement regarding development of same.

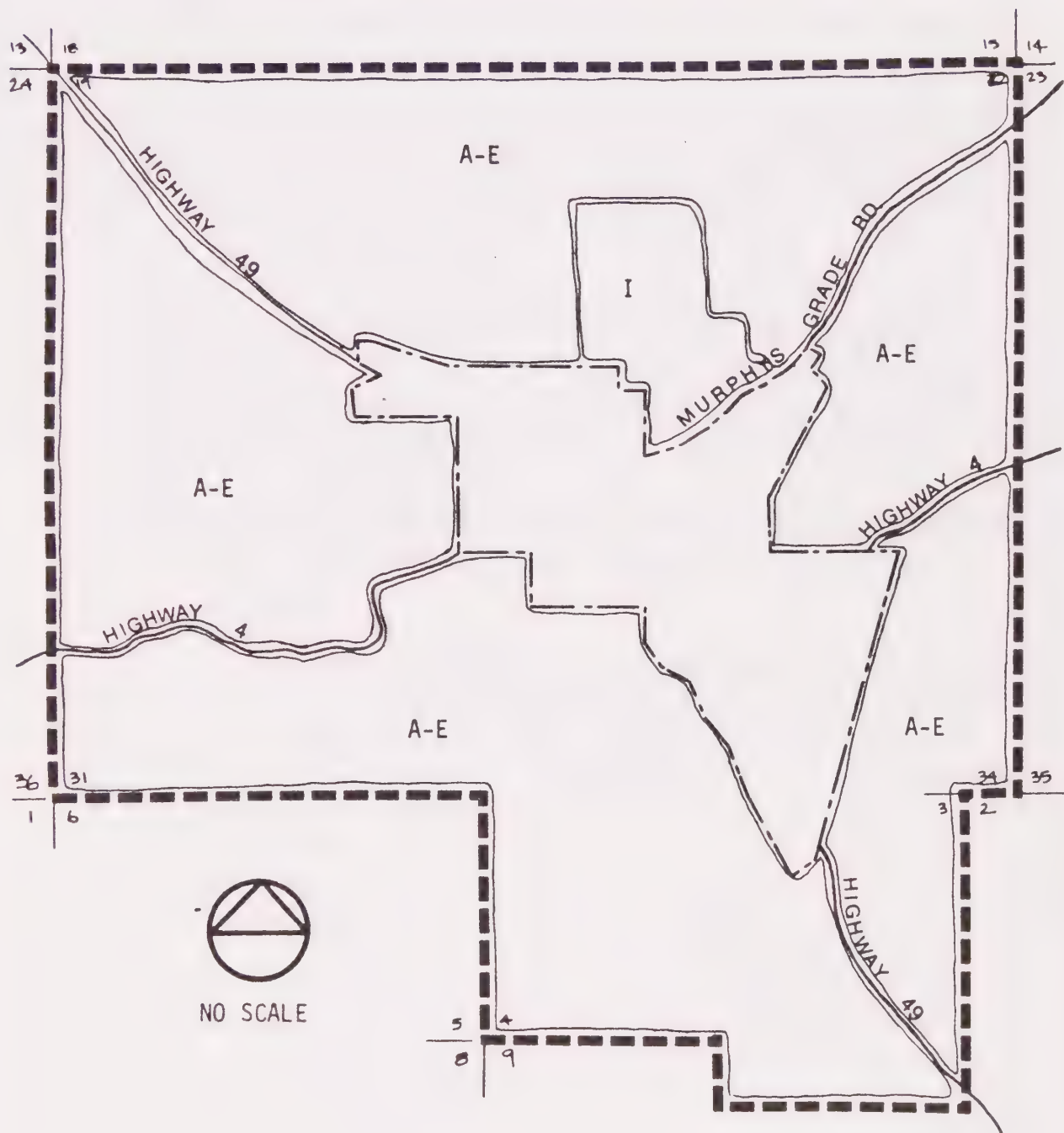




CITY OF ANGELS







----- SPHERE BOUNDARY

- . - . - . CITY LIMITS

A-E AGRICULTURAL-ESTATE  
I INDUSTRY

GENERAL LAND USE MAP

SPHERE OF INFLUENCE



b. Economy

1. Through the EIR process, require economic impact analysis of major development projects.
2. The City will work with local businesses and developers on a promotional campaign to benefit economic development.
3. Rezone, as necessary, for new commercial land which will serve to meet identified needs.

e. Public Facilities/Services

1. When federal, state, or local funds warrant it, a Master City Drainage Plan will be completed.
2. Seek assistance from appropriate agencies in the development of parking, particularly within the commercial core.
3. Work with the appropriate agencies to secure funding for improvement to City government facilities.

d. Energy

1. Enforce the provisions of the Subdivision Map Act and State Planning Law requiring consideration for sunlight easements to newly created subdivision lots.
2. Purchase energy efficient vehicles for the City's vehicles.

e. Citizen Involvement

1. Strictly adhere to the local guidelines for implementations of CEQA, the subdivision regulations, and the zoning ordinance where public input is suggested.
2. As appropriate, schedule public meetings to seek citizen input into topics of concern to the City's decision-makers.

f. Historic Preservation

1. The City will take action to adopt the State Historical Building Code.
2. The City will strictly enforce the provisions for design review of structures in the Historical District.
3. The City will utilize the findings of the Historic Resources Inventory being completed by CSPC in preservation of historic structures in Angels.



## B. HOUSING

The housing element of a General Plan must be prepared according to a specific set of guidelines as established by the State of California. As such, in recent years it has become regarded as one of the most difficult of the elements to prepare. The purpose of this element is to establish policy and guide implementation of programs of action in pursuit of adequate housing for all citizens of Angels.

The format for this element departs from the established format for the plan because of the strict data requirement of the element. This document has been developed in accordance with California Government Code Section 65302 (c) and Article 10.6, the Housing Element Guidelines, and the Housing Element Manual prepared by the State Department of Housing and Community Development.

The element contains three major parts:

### -HOUSING PROBLEM: BACKGROUND DATA-

The background data presented profiles the City, and in this manner it indicates specific housing needs. To accomplish this, data has been compiled relating to population characteristics, housing unit characteristics, and household characteristics under a format suggested by the Department of Housing and Community Development for cities the size of Plymouth. Sources of data include the 1970 and 1980 Census of the Population, the Central Sierra Planning Council's Community Development and Neighborhood Revitalization Study, and the Department of Finance.

### -HOUSING PROBLEM: NEEDS AND CONSTRAINTS-

Based upon the data presented, the specific housing needs of the community are identified. This is accomplished for current needs, and for needs projected over the next five years to 1986. Putting the identified needs into their proper perspective are the identified market and government constraints which can be expected to hinder the City's ability to respond to the present and future needs.

### -HOUSING PROGRAM-

This section represents the efforts and support to be taken by the City to address the identified needs. The goals and policies reflect the values and attitudes of the citizens of the community with respect to housing, and provide direction to the comprehensive housing program. It should be noted that the program direction is significant for a small, rural community with limited staff capacity and resources.





## PART 1 - HOUSING PROBLEM: BACKGROUND DATA

### 1. POPULATION CHARACTERISTICS

#### a. Present and Projected Population

The City of Angels, incorporated in 1912, is the only incorporated city in Calaveras County. The April 1, 1980 Census of the Population determined the population of the City to be 2,302, and this will be used as the base figure.

For projection of a reasonable estimate of the population in 1986, the Exponential Extrapolation Model has been utilized. This model is most useful for short term projections such as this; it should be noted that the projection is made independent of local policy decisions.

$$P_{t+n} = P_t e^{nr}$$

where

FORMULA  
 $P_t$  = Population at time t  
(or current year)  
 $r$  = average annual % increase  
 $n$  = number of years in projection  
 $e$  = base of natural logarithm

The annual average percentage change in population ( $r$ ), calculated from Department of Finance estimates for the past five years is approximately 1.75%. For the projection to 1986:

$$P_{t+5} = 2,302 \times e^{(5 \times .0175)}$$

$$P_{t+5} = 2,302 \times 1.091$$

$$P_{t+5} = 2,511$$

Therefore, a reasonable estimate of the population in 1986 might be 2,511.

#### b. Ethnic Characteristics of the Population

Breakdown of the ethnic composition is based upon 1980 Census statistics. The majority of the population is Caucasian with 2,216 (96.3%). Next is American Indian with 41 (1.8%), then Asian or Pacific Islander with 12 (.5%). Blacks comprise only 4 residents (.2%). Finally, the "other" category comprises 29 individuals (1.2%).



c. Handicapped Persons

The term handicapped has been defined as "those persons that have been determined to have a physical impairment or mental disorder which is expected to be of long or indefinite duration, and is of such a nature that the persons ability to live independently could be improved by more suitable housing conditions" (Housing Element Guidelines, Section 6410 (g)). Data which has been collected would indicate that approximately 55 persons residing within the city have some sort of handicap (CSPC Community Developemnt and Neighborhood Revitalization Study, 1979). However, the data gives no indication as to the duration of the handicap situation of those persons, or that a housing problem even exists for those people.

d. Other Population Data

To the greatest extent feasible, the City has researched for reliable data to address the age of population. It is felt that the most reliable will be through 1980 Census statistics. This being the case, this element will be amended to add this data when it is available.

2. HOUSING UNIT CHARACTERISTICS

a. Total Units

According to 1980 Census statistics, there are 1,112 housing units within the City. An estimated 74% are owner occupied, and 26% are renter occupied. The vacancy rate of the City is estimated to be 6.0%. A breakdown of unit types is given in Table One.

---

<u>TABLE ONE - HOUSING TYPES</u>				
<u>SFD</u>	<u>2-4</u>	<u>5+</u>	<u>MH</u>	<u>Total</u>
741	128	54	189	1,112

Source: Department of Finance;  
U.S. Bureau of Census

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A study of housing and building conditions funded by the Farmers Home Administration and conducted by the Central Sierra Planning Council provides accurate estimates of the age of the local housing stock, shown in Table Two.





TABLE TWO - AGE OF HOUSING STOCK

	#	%	Cum.%
Pre 1900	97	8.7	8.7
1900-1919	61	5.5	14.2
1920-1929	19	1.7	15.9
1930-1939	57	5.1	21.0
1940-1949	61	5.5	26.5
1950-1959	102	9.2	35.7
1960-1969	243	21.8	57.5
1970-Present	211	19.0	<del>76.5</del> 76.5
Don't Know	<u>261</u>	<u>23.5</u>	<u>100.0</u>
Total	1,112	100.0	100.0

These figures represent an accurate reflection of the housing stock, and will be significant in further identification of housing problems.

b. Housing Conditions

A major focus of the CSPC Study was a determination of housing conditions within the City. A sidewalk survey was done for each building unit noting the type of structure, its use, age, and condition. Building conditions were coded into the following five categories:

1. Structurally new, maintenance good:

This is the ideal, i.e. no structural deterioration whatsoever and perfect maintenance since construction of the building. The structural factors include sound foundation, no evidence of bowing walls or cracks in the walls, the roof in alignment with perfect roofing materials, no dry rot or termite damage, adequate drainage preventing future foundation damage, etc.

2. Structurally sound, maintenance deficient:

This covers most of the above, only eliminates the new feature and adds an element of careless maintenance, such as inadequate drainage, need of paint, minor disrepair of building parts.



3. Minor structural deficiencies:

In this situation, one major problem, or a few lesser ones, is apparent. Structural deficiencies include a portion of the roof damaged, a little dry rot, etc., which is enough to indicate the possibility of major structural trouble. The line to be drawn here would be one of expense.

4. Major structural deficiencies:

In this instance the problems are major. Structural damage is expensive in nature. Serious foundation problems would be an example.

5. Structural deficiencies exceed the value building abatement:

While the house may be habitable, even for quite some time, the cost of repairing structural deficiencies exceeds the value of the building.

Housing units of conditions 3, 4, and 5 are considered substandard. Table Three illustrates the results of the sidewalk survey. Using the relative percentages calculated from the survey, the figures have been updated to reflect current totals.

TABLE THREE - SIDEWALK SURVEY RESULTS

	1	2	3	4	5	Number Substandard	Total Units
SFD	138	358	155	65	25	245	741
2-4	8	45	51	18	6	75	128
5+	14	20	10	10	0	20	54
MH	60	114	15	0	0	15	189
Total	220	537	231	93	31	355	1112

The 355 which are substandard is 32% of the local housing stock. By the Housing Element Guidelines, "needing rehabilitation" as a housing unit is one which in its present state materially endangers the health, safety, or well being of its occupants in one or more respects and which is economically feasible to repair. By this definition, those units of condition 4 are most eligible for rehabilitation, thus it is those 93 units which the program response will be oriented.



### c. Housing Costs

A survey of local newspapers concerning cost of housing revealed that the average sales price of a three bedroom, two bath house on a standard lot is \$75,000. The survey of prices also gave an indication of rental costs. Two bedroom units range from \$175 to \$280, three bedroom from \$300 to \$350, and four plus bedrooms at \$385+. Because of the popularity of living in the Angels area, renters usually must pay at the upper end of those ranges.

## 3. HOUSEHOLD CHARACTERISTICS

### a. Present and Projected

The estimated number of households is 1049. This is calculated from: 1112 Housing Units x 6% vacancy rate = 66.72 vacant units = 1049 households. An estimate for the total number of households in 1986 can be derived from the estimated population in 1986, and the current figure for the persons per household:

Total estimated population for 1986 = 2,511  
Current population = 2,302  
Current total households = 1,049  
 $2,302/1,049 = 2.19$  persons per household

If you assume that the 2.19 figure remains constant to 1986, then:  
 $2,511/2.19 = 1,147$  total households in 1986.

Thus the estimate would indicate an addition of 98 households by 1986.

### b. Elderly Households

The CSPC Study conducted in 1979 revealed that there are approximately 270 elderly households (where the household head is age 62 or greater) within the City.

### c. Income Characteristics of Households

Because of rising inflation and ever changing status of income groups, accurate data of the income characteristics of households is difficult to come by. The CSPC Study of 1979 indicates that 22% of the households in the City are lower income, and 6% are very low income.

A discussion of large families, female headed, and overcrowded households has not been included in this element in that reliable data for these categories is not available. When it is available through the 1980 Census, the element will be amended to reflect these concerns.





## PART II - HOUSING PROBLEM: NEEDS AND CONSTRAINTS

### 1. AFFORDABILITY

The low vacancy rate of rental units, the seasonal nature of employment of many citizens, and the general low to moderate incomes of young families all contribute to the need for housing units which are affordable to both prospective owners and renters. From the owners viewpoint, particularly young couples, the current average priced \$75,000 home in Angels is virtually impossible to obtain in light of loan requirements, high down payments, and excessively high monthly payments. For the renter, the lack of available rental housing drives the rate up, creating particular hardships for low income renters who must pay a substantial amount of their monthly income toward rent.

### 2. REHABILITATION/REPLACEMENT

As was previously illustrated in Table Three, there are a significant number of existing units which are substandard - 32% of the local housing stock. Sixty-five percent of these, 231 units, are mostly in need of minor repairs - roof, siding or dry rot problems are examples. Nine percent have deficiencies where the cost of repair exceeds the value of the unit. Finally, 26% or 93 units need rehabilitation for major structural problems; it is these 93 units that the program response is oriented.

### 3. NEW CONSTRUCTION

Utilizing the suggested format from the Housing Element Manual, an estimate of the basic new construction need for the next five years can be obtained. Assuming that:

1981 Households (actual)	= 1049
1986 Households (projected)	= 1147
1981 Housing Units (actual)	= 1112
1986 Housing Units (projected)	= 1220

If the number of housing units increases by the same amount each year ( $1220 - 1112 = 108/5 = 21.6$ ), and a removal rate of .002 is accurate, then the estimated number of housing units needed to be built over the five year period is as follows:



	JULY 81	JULY 82	JULY 83	JULY 84	JULY 85	JULY 86
Housing stock at beginning of year	1112	1133.6	1155.2	1176.8	1198.4	1220
Removals during the year	1112 <u>x.002</u> 2.22	1133.6 <u>x.002</u> 2.27	1155.2 <u>x.002</u> 2.31	1176.8 <u>x.002</u> 2.35	1198.4 <u>x.002</u> 2.40	

Construction needed =  $1220 - 1112 + (2.22 + 2.27 + 2.31 + 2.35 + 2.40) = 119.55$  or 120

Recent development proposals and land use decisions have made great strides toward meeting the above need. Through a comprehensive General Plan update, an even more thorough approach has been taken, and is reflected in the housing program.

#### 4. ADEQUATE SITES

In May of 1981, an existing land use inventory was completed, comparing the land uses against the existing zoning designations. It would appear that the availability of land for development does not appear to be a major problem toward addressing housing needs.

The following listing illustrates the potentially developable residentially zoned land.

RE (Estate Residential): approximately 225 available acres @ minimum 5 acres per dwelling unit. Potential build out is 45 dwelling units.

RS (Residential):

RS-1 --- approximately 34.9 acres @ 40,000 square feet minimum.

Potential build out is 38 dwelling units.

RS-3 --- 2 available lots. Potential build out is 2 dwelling units.

RS-4 --- 17.58 available acres @ minimum 6000 square feet per parcel.

Potential build out is 127 dwelling units.

69 available lots. Potential build out is 69 dwelling units.

It is felt with these available lands, there is plenty of vacant property to address the housing needs of the future.





## 5. FAIR SHARE ALLOCATION

The Central Sierra Planning Council, as the areawide Council of Governments of which the City of Angels is a participating member, is responsible for preparing the fair share allocation plan. CSPC has requested and received from HCD a waiver for preparing such a plan in that limited data is available to do it, and that the needs for the plan are lessened due to the balance which already exists. If at some time in the future a Fair Share Allocation Plan is prepared which includes the City, this element will be amended to reflect those figures.

## 6. CONSTRAINTS TO MEETING THE NEEDS

The identified housing needs point to a response which should be made; however, a number of factors exist which will affect the ability of the City to respond adequately to the needs. This portion of the element briefly outlines the market and governmental constraints currently existing which may impede the progress toward current and future housing development.

### a. Market Constraints

#### -Fluctuating Interest Rates-

Simply, high interest rates preclude most of the low and moderate income residents of Angels from entering the housing market. The increasing interest rates add to already burdensome monthly payments, and make it economically infeasible for these residents to realize the dream of owning their own home.

#### -Construction Costs-

The costs of construction rise as the rate of inflation increases. If this trend continues, and if personal earnings increase at a slower rate, it will be difficult to meet Angels' housing needs. The problem is not helped by the fact that construction costs in California are generally the highest in the mainland United States.

#### -Speculation in Housing and Land-

The demand to live in the Sierra Nevada foothill communities has increased dramatically in the past ten years. As a result, the purchasing incentive for buyers of housing and land for speculative purposes is extremely high. Over a short period of time, inflation increases the resale value of all housing and land to the point that, once again, it is economically infeasible for many to enter into the housing market.



## b. Government Constraints

### -Angels Collection System Inflow and Infiltration Problems-

A report has been prepared by the Weber-Hall Consulting Group examining the inflow and infiltration sources into the Angels Collection System. The study has revealed a broad range of problems, which can only be corrected with state and federal grant assistance.

According to the report, the "City will have spent over \$75,000 in capital improvements to its Sewer Collection and Treatment Facility in the fiscal year 1980-81." The grant assistance needed now will serve to complete a 12 year long clean water effort. With the needed improvements, the collection and treatment facility system will be able to operate at the capacity for which it was designed, and alleviate possible public health and safety hazards.

### -Local Staff Capacity-

Like so many other small, rural communities, the City of Angels must rely upon a limited staff to carry out the necessary functions of local government. As a result, this could lead to possible time constraints in the review and processing of governmental operations. The City has taken advantage of many available types of assistance from federal, state, and local sources. For example, the City has received on-going staff assistance from the Central Sierra Planning Council for sewage problems and land use planning.

The City staff does an excellent job in carrying out local functions. However, concern must be oriented toward the future as local budgets get tighter and new crises arise.

## PART III - HOUSING PROGRAM

### 1. GOALS AND POLICIES

The housing program for the City of Angels represents a comprehensive approach to its housing problems, utilizing a variety of available programs. Reflecting the data presented, the needs identified, and the market and government constraints which exist, the City establishes the following goals and policies:

<u>GOAL</u>	"To promote the provision of adequate housing for present and future residents regardless of income, age, race or ethnic background within the City's growth constraints."
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<u>GOAL</u>	"To promote the availability of all types and prices of housing within the community."
<u>GOAL</u>	"To promote open and free choice to housing for all."
<u>POLICY</u>	"Identify the housing needs of all segments of the community."
<u>POLICY</u>	"In the interest of public health and safety, the City shall encourage low interest loan and grant programs for rehabilitation of existing housing."
<u>POLICY</u>	"Develop location standards for multifamily units, mobilehomes, condominiums, and other alternative forms of housing."
<u>POLICY</u>	"Enforce the Uniform Building Code."
<u>POLICY</u>	"Monitor and evaluate building codes for inclusion of new or innovative construction designs, methods and materials."
<u>POLICY</u>	"Encourage property owners to evaluate their structure(s) by providing inspections on request at a reasonable fee."
<u>POLICY</u>	"Develop a means for identification, evaluation and demolition of structurally unsafe buildings."
<u>POLICY</u>	"Maintain the rural character of existing single family areas."
<u>POLICY</u>	"Preserve older single family homes and small apartment buildings."
<del><u>POLICY</u></del>	<del>"Mobilehomes shall be allowed only in a mobilehome park."</del> <sup>MOBILE HOME ORD.</sup>
<u>POLICY</u>	"Multifamily residential designated areas shall be in close proximity to commercial, school, or recreation areas."
<u>POLICY</u>	"Multifamily residential designated areas shall have direct access to arterial or collector streets."
<u>POLICY</u>	"The location factors for uses in multi-family residential areas shall be applied to mobilehome parks."
<u>POLICY</u>	"Conversion of multifamily residential units to condominiums will be allowed only when there exists adequate rental units within the city."
<u>POLICY</u>	"Develop standards for assisted housing within the community."
<u>POLICY</u>	"Condominiums will be subject to the same policies as multi-family residential units."





## 2. PROGRAMS OF ACTION

The following programs of action have been selected and included within this Housing Element as ones which respond to the most critical needs, and which the City is most capable of implementing at this time. In the future, as new programs of action develop and as the City capacity grows to implement them, the direction of the Housing Program will be adjusted accordingly.

### FEDERAL AND STATE HOUSING PROGRAMS

The following Federal and State agencies provide housing assistance to residents of Angels as described.

- a. California Housing Finance Agency (CHFA)
- b. Farm Home Administration (FmHA)
- c. U.S. Department of Housing and Urban Development (HUD)
- d. Federal Housing Administration (FHA)
- e. California Department of Housing and Community Development (HCD)
- f. U.S. Veterans Administration (VA)
- g. California Department of Veterans Affairs (Cal Vet)

- a. California Housing Finance Agency (CHFA)

#### CHFA HOMEOWNERSHIP AND HOME IMPROVEMENT PROGRAM

The California Governor's Office of Planning and Research Foothill Strategy Draft Report titled "Housing in the Foothills", (September 19, 1980), states . . . "The California Housing Finance Agency's (CHFA) Home Ownership and Home Improvement (HOHI) is one of the most useful programs for providing homeownership to low- and moderate income people in the foothills. The program assists low- and moderate income people to purchase or rehabilitate their homes by providing loans at below market interest rates. The program is operated in cooperation with private lenders and local governments in approved cities and counties throughout California." In 1981, price limit is approximately \$60,000 and maximum qualifying income is approximately \$17,300 for a family of three to five.

CHFA wants to provide an interest rate of no more than 11½%, a rate considered the maximum affordable to moderate income people, before it will sell the tax exempt revenue bonds needed to raise funds for the program. The best rate they could provide under current conditions would be higher than 12%. \$250,000 will be allocated for Calaveras County when the bonds are sold, although more may be available later.



### CHFA Direct Lending Program

The Office of Planning and Research (OPR) also reports in "Housing in the Foothills (Draft)" that CHFA offers a multi-family unit direct lending program:

"The direct lending program makes construction and rehabilitation loans of up to 90% to profit-motivated developers, and up to 100% to nonprofits and public agencies, for the development of multi-family, mixed income projects and housing for the elderly. Projects are subsidized by HUD's Section 8 program, either with subsidies administered by CHFA or with subsidies directly from HUD. By law, at least 30% of the dwellings must be for very low-income residents (those with incomes not exceeding 50% of the area median income). All projects must be consistent with the locality's Housing Assistance Plan, if there is one. Projects that are more than 49% subsidized must have referendum approval under Article 34 of the California Constitution" (p. 33).

Thus far, CHFA has funded no multi-family housing projects in Calaveras County. There are no approved Article 34 Referendum in Calaveras County.

#### b. Farmers Home Administration (FmHA)

##### FmHA Section 502 Homeownership Program

The FmHA Section 502 Homeownership and Rehabilitation Program provides direct loans to qualifying low- and moderate income people at a subsidized rate of 1% to 2% and an unsubsidized rate of 13½%. Families with an adjusted annual income below \$11,200 may qualify for the subsidized rate. Families with adjusted annual incomes between \$11,200 and \$15,600 may qualify for the unsubsidized rate. 502 loans may be used to buy, build, repair, renovate or relocate a home. Loans may be for 100% of the cost. Approximately two to three 502 loans are approved in Angels each year.

Several problems with the FmHA Homeownership Loan Program have become apparent at this time. Three have been identified in association with the subsidized loan program and the fourth involved the unsubsidized loan program.\*

1. Houses that were originally affordable due to the 502 program, (for example \$28,000, 1978), are now reportedly selling at a much higher price, (example, \$55,000). The homes are now considered too expensive for low- and moderate income households and some would argue the original owners are reaping undue "wind-fall" gains. In September, 1979, the government instituted a "subsidy recapture" whereby the government's subsidy payments are returned to the government at the time of a resale.

\*Assistance in identifying government housing programs and some local problems with them was provided by Tom Bettencourt, Housing Section Coordinator, Central Sierra Planning Council.





While the "subsidy recapture" helps remedy concerns for wind-fall gains to the first owner and losses to the FmHA program a problem still exists at the county level: 502 homes that are resold are placed on the open market for a price that usually makes them no longer affordable for low and moderate income people.

2. The second identified problem is simply that there is not a great deal of money available for subsidized 502 loans and that individual homes in Calaveras County, for which there have been many applications, will have a difficult time competing for the few loans available to the region as a whole. Less than 30 or 40 loans per year are available in San Joaquin, Calaveras, Amador and Alpine Counties. One 20 unit subdivision approved outside of Calaveras County can cut the available loan monies within the County to less than half.

3. The third problem relates to the current price for lots. FmHA will not usually lend more than \$11,000 for a lot without a septic tank or \$12,000 for sewered lots. The only places identified in 1981 where such lots may be available in Calaveras County are Rancho Calaveras, Arnold, Valley Springs and Mokelumne Hill.

4. While FmHA funds for unsubsidized loans are available to 30 to 40 homes in the San Joaquin, Calaveras, Amador and Alpine County region, only 2 or 3 loans have been made. This is due to high interest rates and a narrowing "window of eligibility". Interest rates for unsubsidized FmHA 502 loans are tied to the market-rate interest rates. This causes interest payments in the program to rise so high that qualifying incomes reach or exceed the maximum income limit.

#### FmHA Section 502 Rehabilitation Program

"The 502 program can also be used to refinance and rehabilitate dilapidated homes. Since most interested homeowners presently hold fairly low interest rate mortgages and the FmHA loan is actually made at a fairly high interest rate, there is little interest in the program. That is, even an interest credit eligible family would eventually, at the time of recapture, have to repay a substantial amount of interest costs. Also, the 502 program requires, after rehabilitation, that the home meet full code standards. Often, this is an onerous requirement forcing the homeowner to have much more work done than desired," (Bettencourt).

#### FmHA Section 504 Rehabilitation Program

"The more widely used FmHA rehabilitation program is the Section 504 program. It can provide up to \$7,500 in 1% interest loan funds, and for seniors only up to \$5,000 in grant funds. There is no subsidy recapture, and no requirement for full code compliance. The funds



must be used to correct health and safety problems. Until the recent work of the Planning Council's housing assistance program, very few 504 loans were made in Calaveras County. Presently, however, approximately 15 rehabs are happening per year," (Bettencourt).

#### FmHA Section 523 "Self-Help" Program

OPR's "Housing in the Foothills" draft report states:

"Section 523 provides grants to public and nonprofit groups to enable low income rural residents to build their own homes financed under FmHA Section 502 program. Section 523 provided administrative money to the sponsor for hiring counselors and construction supervisors" (p. 24).

#### FmHA Section 515 Multi-Family Housing Program

According to OPR's draft "Housing in the Foothills" report:

"Section 515 provides loans to public and private limited-profit and nonprofit sponsors for the construction or substantial rehabilitation of rental and cooperative housing for low and moderate income families and the elderly. The program is also available for group living situations.

The interest rate varies between 1% and the market rate, depending on the sponsor and the projected income of the tenants. The term of the loan is 50 years. For nonprofit and public agencies, the loan can be up to 100% of the total development cost, plus 2% of initial operating costs. For other sponsors, 95% of the development cost is the maximum loan" (p. 28).

A 515 development to contain 50 units has been approved <sup>by FmHA</sup> for construction in Angels Camp, (cost approximately \$2 million). The loan is administered by FmHA, (Stockton). The project will be completed by ~~local~~ private developers and managed under contract by separate firms. 20% to 40% of the units are to be reserved for low income households. The remainder are available to moderate income households. Low income households pay 25% of their income as rent and the government subsidizes the remainder of the Fair Market rental charge. Moderate income households pay the Fair Market Rate. At present, it takes one or two years to process an application through FmHA for a 515 project.

#### c. U.S. Department of Housing and Urban Development (HUD)

##### HUD Section 202 Program

A nine unit group home for twelve developmentally disabled adults will be built in Calaveras County by the summer of 1982 with a loan secured under the HUD 202 Program. The loan is administered by HUD, (Sacramento), and sponsored by the Valley Mountain Regional Center, (Stockton).





Management of the complex will be by a non-profit corporation for the developmentally disabled from Lodi. The 202 Program is designed to assist the housing needs of the elderly as well as developmentally disabled.

#### HUD Section 8 Low Income Rental Assistance

The Governor's Office of Planning and Research Draft Report, "Housing in the Foothills" states:

##### B. HUD Section 8 Low Income Rental Assistance

"Section 8, a rent subsidy program, is now the main source of federal housing assistance for low income persons. The program operates by providing "housing assistance payments" to owners, developers, and public housing agencies to make up the difference between the "Fair Market Rent" of a unit (set by HUD) and the tenant's contribution toward the rent (at least 15%, but not more than 25% of income).

Section 8 has, in essence, four separate parts - New Construction, Substantial Rehabilitation, Moderate Rehabilitation, and Existing Housing." (p. 29).

In Calaveras County the California Department of Housing and Community Development, (HCD), administers the Section 8 existing housing, or HUD Housing Assistance Payment Program. As of December 1980 there were eleven rental units in the County in the program serving eight developmentally disabled and three elderly persons. At that time there was a waiting list of thirty-one. The qualified renter pays 25% of total income as rent and HUD/HCD pays the remainder of the Fair Market Rental rate.

##### d. Federal Housing Administration

The Federal Housing Administration offers several loan insurance programs intended to make home financing more affordable.

##### FHA 203 (b) Mortgage Insurance

As in all of the programs the FHA insures a loan through a local mortgage company. This program provides the homeowner a loan below the conventional interest rates and a lower down payment. It offers a lending institution a 1% loan origination fee and a fair yield. The mortgage insurance is available for existing residential structures of up to four units. Minimum down payment is 3% of first \$25,000 and 5% of balance, (veterans 0%). The present interest rate is 15½%, plus ½% for FHA mortgage insurance and the maximum term is 30 years. There is no income eligibility limit.





### FHA Section 235 Homeownership Program

Section 235 provides mortgage insurance and interest subsidies for the purchase and rehabilitation of one to four unit dwellings. To be eligible a family's adjusted annual income must not exceed 95% of the area's median income and must have two or more persons related by blood, marriage or operation of law or have a handicapped person whose physical impairment is considered long-term and an impediment to independent living or be a single person 62 years or older. Under this program a subsidy is paid directly by and to the lender reducing the interest rate to as low as 6 3/4%. The mortgage limit is \$38,000 which is a reason why the program is never used in the area. The Reagan Administration has cut 235 out of the budget for fiscal year 1982-on.

### FHA Section 245 Graduated Payment Mortgage Plan

Through the FHA graduated payment program it is possible for a prospective homeowner to place as little as 10% down, pay normal points and an interest rate 1/2% higher than the current rate, but make payments that are initially low and that increase throughout the term of the loan. The program:

"Allows young couples who buy homes having FHA insured mortgages to start homeownership with lower monthly mortgage payments. Under the GPM, a borrower, in effect, borrows additional money during the early years of the mortgage which is used to reduce the monthly mortgage payment due during those early years. This additional loan is added to the mortgage and is repaid by slightly increasing the payments to be made in later years. After the last year of the graduation (either 5 or 10 years), the payments level off."

#### e. California Department of Housing and Community Development HCD Rural Section

The HCD Rural Section is officed in Jackson, California, and is a part of the Department's Community Affairs division. It offers specialized technical assistance to government agencies, private contractors, and community-based organizations in Calaveras and other foothill counties.

Calaveras County is one of six California counties targeted by HCD's Rural Section for the second phase of a national Rural Development Demonstration co-sponsored by HUD and FmHA. Along with special set-asides of HUD and FmHA funds, since 1979, the Rural Section has provided training, staff support, and technical services to the Central Sierra Planning Council's housing, community, and economic development programs.

Calaveras County projects assisted by HCD's Rural Section include Rural California Housing Corporation's Valley Springs Self-Help Housing; Valley Mountain Regional Center's San Andreas 202 project; and a county-wide housing rehabilitation program . . ."



#### Deferred Payment Rehabilitation Loan Program

The State has awarded \$150,000 in Deferred Payment loan funds, to be used to rehabilitate owner-occupied homes needing more repairs than the FmHA program can provide, and to rehabilitate rental units to be rented to low income tenants under the Section 8 Moderate Rehabilitation Program (HUD). It is loaned directly by Central Sierra Planning Council. Loans are repaid either when the property is sold or at the end of specified time periods; interest accrues at 3% per year.

#### f. U.S. Veterans Administration (VA)

The Veterans Administration (San Francisco) offers loans requiring no downpayment and 15~~1~~% interest over 30 years to veterans who qualify with 181 days of service and an honorable discharge (in general). The loans may be applied to single family through four-plex housing units anywhere in the County. Appraisals are conducted by local appraisers and papers are handled through one or two mortgage companies in the County.

#### g. California Department of Veterans Affairs (Cal Vet)

Cal Vet (Sacramento) offers direct loans to veterans who entered and were discharged from service while residents of California. Veterans must have served at least 90 days on active duty during World War I, II, the Korean War or the Vietnam War and must apply within 25 years from the date of their discharge. The loan funds are obtained through the sale of general obligation bonds which require voter approval. The downpayment required is 5% or 10% if there is secondary financing. The present interest rate is 5.6%, (without secondary financing), over 25 years. There are no loan processing fees, discount points, or appraisal fees required.

#### LOCALLY PARTICIPATING PROGRAMS

The following described programs represent locally initiated efforts to address needs and constraints.

#### h. Employment Generation through Area Development Planning and Technical Assistance (EGAD)

The City of Angels, as an active member agency of the Central Sierra Planning Council, supports and is a participant in the EGAD Rural Development Program. This program is being funded by the State CETA Governor's 4% Discretionary fund. Direct training and technical assistance services are supplied to cities, counties, special districts, and others at the community level. Areas addressed by the project include: private investment, economic development, infrastructure (public facilities) and housing.





Aimed at improving access of local governments to federally funded projects, EGAD results in four major impacts:

1. Improvement of local capacities to compete for and secure federal assistance.
2. Clearing of obstacles along the path federal funds must travel before reaching local communities.
3. Obtaining federal funds for projects to fulfill local needs.
4. Creation of jobs through the implementation of these projects.

This program holds potential for the City in a number of areas. One, it will help to build local capacity, thus reducing one identified constraint. Two, it may be possible to identify and obtain federal funding for housing construction, rehabilitation, and public facility development. A third factor is that if federal funding is available, it may offset all of the identified market constraints.

The housing staff of the EGAD program has been functioning since March of 1980 packaging grant and loan applications for Angels residents, primarily through the Farmers Home Administration Section 502 and 504 programs. The EGAD program represents the best and most comprehensive local approach available in meeting this City's housing needs.

i. Consideration for Manufactured Housing

The City of Angels has long recognized the aspects of manufactured housing, specifically mobilehomes, and a means of making adequate provisions for housing needs of all segments of the community. Toward furthering this, the City has recently passed an ordinance implementing SB 1960 allowing mobilehomes to locate in areas zoned for single family dwellings under certain findings.

j. Building of Local Staff Capacity (Planning)

As previously stated, the limited capacity of the local staff to handle the complexities of many day-to-day activities is a constraint to the timely completion of these activities. The increasing difficulties in performance of planning functions have been of particular concern to City officials. Since July, 1978, the City has been part of the Central Sierra Planning Council's Circuitrider Planning Assistance program, which seeks to provide direct planning assistance while building local planning capacity. To further improve the Circuitrider program, the City supported a joint HUD 701 application in FY 1980-81 by the cities in the Central Sierra Planning area to expand the services provided by the Circuitrider assistance.



The benefits have been many:

-Because of the increased amount of professional staff time available, the capacity of the local staff to carry out planning activities will be enhanced.

-Because of existing and proposed budget constraints and cutbacks, potential adverse impacts may be avoided.

-In that the City is not in the position to place professional staff for planning in-house, the program will provide much needed expertise.

Further the EGAD program already mentioned will also serve to build local capacity in specialized areas of expertise, and provide continuing professional assistance. Both the Circuitrider and EGAD programs, while not directly in-house, are significant steps toward alleviating local staff constraints.

Within implementation of all of the previously described programs, the following objectives have been targeted.

Program	July 81	July 82	July 83	July 84	July 85	July 86
HOHI		3	Unknown	Future	Funding	
FmHA 502	3	3	3	3	3	3
FmHA 504	3	3	3	3	3	3
FmHA 515			50		50	
HUD Section 8		3	Unknown	Future	Funding	
Deferred Loan		3	Unknown	Future	Funding	

These quantified objectives will be used by the City to gauge its progress in the attainment of the housing goals and policies.

#### OTHER TOPICS

##### 1. Public Participation

The development of this element originated with the Planning Commission developing proposed goals and policies for housing. These goals and policies received community input via a public opinion mail back survey which was distributed door-to-door, and a public hearing. They were ultimately approved by the City Council <sup>at</sup> in a joint meeting with the Planning Commission.

Before the element is adopted, two public hearings will be held, one before the Planning Commission and one before the City Council, pursuant to California Government Code Sections 65351 and 65355.



## 2. Provision for Update

- Detailed 1980 Census data will be incorporated into the element when available.
- The element will be amended as necessary when proper application is made, or initiated by the City.
- Monitor on a continuing basis to gauge the success of implementation of programs.

## 3. Consistency with Other General Plan Elements

This element, having been prepared as a total General Plan revision and update, is consistent with the other plan elements.

## 4. Intergovernmental Coordination

This element has been developed as a truly coordinated effort of State, regional, and local agencies. At the state level, assistance was received from the Department of Housing and Community Development, and the Office of Planning and Research. Regionally, the Central Sierra Planning Council provided staff assistance for element preparation. Finally, local participants included the City of Angels City Council, Planning Commission, and City Clerks Office and the Calavaras County Planning Department.

## 5. Environmental Review

The Environmental Impact Report has been prepared as a combined document with the General Plan of which this element is a portion of.





### C. ENVIRONMENTAL MANAGEMENT

This portion of the plan addresses the concerns which have been expressed for preservation and maintenance of our natural environment. Four of the mandated elements are discussed here.

Open Space: Open space is more than the dedicated land from development. It is an essential consideration in determining the character and quality of the Angels Camp area.

Conservation: Human beings depend on natural and man-made resources for survival. In making use of such resources, however, people are responsible not to deplete them or render them unfit to be shared by other forms of life.

The task of conservation is, therefore, a creative opportunity to appropriate wisely those resources demanded by present needs and to assure the continued availability of those resources for the needs of future generations.

Safety/Hazards (inc. Seismic Safety): Preparation and adoption of a safety/hazard element has the capability of reducing the loss of life, injuries, damage to property, economic loss and social disruptions resulting from fire, seismic activity and other possible disasters.

This portion of the plan also includes an element on a very important aspect of life in Angels - recreation. The constructive use of leisure time enhances the potential for positive development of a community and its citizens. Angels Camp has a variety of resources available for recreation activities.

#### 1. Goal and Policy Statements

##### a. Open Space

GOAL "Preserve open space in order to restore and enhance the the rural character of the City."

POLICY "All officially identified flood plains shall be designated open space."

POLICY "Unbuildable (geologically unstable) steep areas shall be designated open space."

POLICY "Retain adequate areas of open space adjacent to public sewage treatment facilities for health and safety protection."



- POLICY "Open space shall be designated and maintained for fire hazard prevention."
- POLICY "Development of land within the City's foothills or adjacent to riparian areas shall be designated in a manner to minimize disturbance of natural vegetative cover, removal of riparian trees, and quality and natural state of the environment."
- POLICY "Agricultural lands shall be considered an extension of the open space network."

b. Conservation

- GOAL "Responsible human coexistence with the environment."
- POLICY "The City of Angels should establish a mineral resource area designation to provide for the extraction of valuable mineral resources."
- POLICY "Regulation pertaining to mineral extraction shall include provision for controlling air, noise and water pollution and scenic degradation. The controls shall apply to quarrying, processing and transportation."
- POLICY "To maintain the air quality for citizens within the community at or above the standards as set by the Federal Clean Air Act of 1970 and the California Air Resources Board Act of 1976."
- POLICY "Require assessment of the air pollution impacts associated with future city land use and circulation planning efforts."
- POLICY "Investigate the feasibility of acquiring more fuel efficient vehicles for municipal use."
- POLICY "Maintain the water quality for the citizens at or above the standards set by the California Drinking Water Act of 1977 and the Federal Drinking Water Act of 1973."
- POLICY "A program shall be developed to identify and maintain scarce natural resources and those which require special management."
- POLICY "A grading and erosion control ordinance shall be prepared, adopted, and enforced with means to protect soil stability and land contour as well as prevent erosion and siltation, and to maintain environmental quality."





POLICY "New development in areas of erosion hazard will not be allowed unless those hazards are mitigated to a non-significant level."

c. Safety/Hazards

GOAL "Provide as safe and hazard free environment as is practical."

POLICY "Identify and appropriately plan for unstable areas."

POLICY "Develop specific standards for fire prevention to include, but not limited to:

- a. Water availability
- b. Evacuation routes
- c. Road widths and access
- d. Clearance around structures
- e. Removal of hazardous structures"

POLICY "Develop flood plain management plan."

POLICY "Identify and appropriately plan for seismic hazards."

POLICY "Develop and maintain an active fire prevention planning program."

POLICY "Drainage or flood control should be addressed adequately in subdivision maps and/or site plans or any development plan."

POLICY "Enforce State laws relating to mining hazards."

d. Recreation

GOAL "To provide recreational opportunity for all ages of the community."

POLICY "Actively pursue expansion of community recreation through planning and construction of additional recreation facilities."

POLICY "New development should provide for recreational facilities to meet the needs of the intended population by payment of in lieu fees."

POLICY "When existing recreation facilities are converted to other uses, the developer shall provide for their replacement."

POLICY "Identify sites for future recreation opportunities."

POLICY "Encourage community use of school facilities by assisting with maintenance and administration."

POLICY "Determine recreational needs through citizen involvement."

POLICY "Actively pursue grants and loans for recreation development from State and Federal agencies."



POLICY "Encourage a mixture of recreational opportunities to meet community needs."

POLICY "The City shall be responsible for maintenance of community-wide recreational facilities, and neighborhoods shall be responsible for small, localized recreation sites."

## 2. STANDARDS AND CRITERIA

### a. OPEN SPACE

A requirement of the open space element is an inventory of privately or publicly owned lands which are considered to be an open space use. Within this inventory, the City has included all floodways and riparian areas, agricultural lands used for grazing, and organized park areas. The open space plan showing this inventory is shown on the map on page 62.

### b. SAFETY/HAZARDS

#### Priorities for Abatement of Hazards

Hazards existing in buildings and structures, including schools, hospitals and places of public assembly in addition to residential and commercial structures, shall have a high correction or abatement priority within a short time frame of approximately five years and as otherwise dictated by local conditions.

Hazards existing with respect to such features as evacuation routes, needs for emergency equipment, correction of local erosion, landslide conditions, local periodic flooding, construction of fire access routes, fire and fuel breaks, etc. may require a priority rating permitting a longer correction period of to ten years or more as urgency, economic capabilities and other such factors may dictate.

Hazards requiring correction or abatement measures related to major flood, erosion, landslide and subsidence controls, to building and highway reconstruction or relocation, and to development of new water sources and distribution systems, etc. may require priorities and timing to fifteen years and longer.

## 3. IMPLEMENTATION PROGRAMS

### a. OPEN SPACE

1. Modify the existing City zoning ordinance to achieve consistency with the General Plan. This will require addition and revision to some of the districts in order to reflect the intent of the goals and policies.





CITY OF ANGELS





## D. TRANSPORTATION

This portion of the plan deals with the movement of people and goods throughout the City, and of associated concerns. The development of Angels relies heavily upon the circulation/transportation capabilities of the area. Central to this are the State highways which are the primary routes, and are also the primary generators of noise in the area. This section addresses the mandated circulation and noise elements, and provides a discussion of the mandated scenic highways element as part of this General Plan.

### 1. CIRCULATION

In October of 1980, the City Council for the City of Angels completed a revision and update to the circulation element of the General Plan. This update was completed due to the critical need to expedite improvements to not only local city streets, but to the State highways as well. Central to this is the proposal for bypass traffic routes as needed. That adopted circulation element is incorporated into this General Plan, as follows:

CITY OF ANGELS  
CIRCULATION ELEMENT  
AS APPROVED BY THE CITY COUNCIL  
ON OCTOBER 21, 1980

Circulation is defined as the process whereby people and goods move in a planning area. It includes all modes of transportation, both pedestrian and vehicular. Of primary importance to the City is the preparation of a balanced and convenient circulation system which meets the needs of all the people today and in the future. Incorporated therein must be consideration of those persons who have a special need for mass transportation. Bicyclist and equestrian needs must be met. Handicapped persons sometimes have particular needs; so also do visitors, vacationers and tourists. For commerce and industry, special facilities such as loading zones may be critical; air transportation is vital to certain businesses.

Land use and development are directly related to circulation. Traffic patterns may be growth inducing or may stifle growth. Existing land use may present obstacles to good traffic patterns. Environmental factors likewise impact on and are affected by traffic; noise and air pollution levels require consideration, whereas the environment may be a limiting factor on circulation patterns.

Vehicular and pedestrian traffic patterns need to be defined so that conflicts between them are reduced to a minimum. Major traffic should be routed away from homes and schools. For safety and efficiency, adequate off-street parking and proper traffic control devices are imperative.



Circulation patterns were established in the Angels Camp area during the gold rush days. Roads generally were routed from mine to mine with the most important roads linking the mines along the Mother Lode from the southern mines in Mariposa County to the Feather River and more northerly mines; this was the Golden Chain - now known as Highway 49. East-west roads intersected Highway 49, linking the Sierra with valley cities and the San Francisco Bay area. The City of Angels sprung up at one such intersection, providing a stopping-off point between Stockton and the upper reaches of the Stanislaus River. Major mines existed in the town and adjacent thereto, such as the famous Carson Hill mines about three miles south.

Angels was founded in 1848 by George Angel, and Altaville was settled in 1852. The two were combined in 1972 when Altaville was annexed to the City of Angels; this created a main street that runs approximately 3 miles north to south, along Highway 49. The major east-west road is Highway 4 which to the west follows the old wagon road to Stockton. Two major roads, Highway 4 and the Murphy's Grade Road connect Angels with the eastern Sierra. These roads provide the core of the circulation system of the City. Minor collectors run to the west and east serving agricultural areas around the City such as Finnegan Lane and Dogtown Road. The section of Highway 49 between the western and eastern intersections with Highway 4 passes through Angels' commercial area, the downtown of the the City.

As happened with so many mining towns, Angels was built between the hills in which gold was found. Streets were cut out of the sides of the hills or followed the gullies; as a result, many streets are precipitous, narrow and twisting. Because of lack of space and the steepness of the terrain, many houses and other structures were built as close to the edge of the road as possible; widening and straightening of streets thus becomes difficult, if not impossible. Off-street parking is, for the same reasons, very limited and already-narrow streets are still further constricted by the necessity of using them as parking space for automobiles.

### Previous Planning

A General Plan for Calaveras County was adopted in 1968, but had little to say about the circulation of traffic in the Angels planning area. This was followed by a General Plan for the City of Angels adopted in 1969, and a transportation plan of the County was completed by Caltrans and adopted by the County in March, 1975. A new General Plan for the City was adopted in 1974 including land use, open space and conservation elements, as well as safety, seismic safety, noise and scenic highways elements.

The Caltrans plan concerns itself with major traffic routes leading through the City and serving as connectors to nearby towns and cities and to the Central Valley. In some measure, it deals with traffic problems in the sphere of influence of the City of Angels; in particular, it makes proposals for improvements to Highways 4 and 49 designed to some extent to relieve the congestion occurring along those routes both within and outside the City limits. The City of Angels concurs with the proposals set forth in the Caltrans Transportation Plan and urges the State to expedite the program of improvements called for in that document.





The General Plan of 1969 incorporated a study of traffic circulation, coordinating the land use elements of that Plan with the growth of population and of traffic. Recommendations were made therein, as follows:

1. Construction of a Highway 49 by-pass route beginning at the north end of Altaville and ending in the Frogtown airport area to the south of Angels, intersecting Highway 4 east of the City.
2. The use of Murphy's Grade Road as an alternate to Highway 4; accompanied by improvements to that road to make it adequate to act as an alternate route.
3. Construction of "several short connections" to "complete a local loop system".
4. Connecting some of the dead-end roads in the urban area to improve local circulation of traffic.

The General Plan (1969) also expressed concern over several items, each of which directly or indirectly relate to the need for better circulation within the City. These include:

1. Melones and the "high country" will have greatly-increased recreational facilities; these will affect (1) access to the City from the south, and (2) access to the City from the east via Murphy's Grade Road and Highway 4. Access from Stockton via Highway 4 would increase dramatically, necessitating improvements to Highway 4 from Copperopolis, and increasing congestion in downtown Angels.
2. Need for improved parking facilities in Angels-Altaville.
3. Industrial areas were proposed which would necessitate some consideration of access roads to such lands.
4. The need for additional commercial development (retail, services, motels, etc.) in order to become the "service area for the Ebbett's Pass community" and for the New Melones Recreation Area.

A related proposal was that new ordinances be adopted to achieve historical preservation and to improve the appearance of the town center.

### Methodology

The City Council directed the Planning Commission of the City of Angels to work with the staff of the Central Sierra Planning Council in order to prepare a Circulation Element of the General Plan for the area. In a series of public meetings, the Planning Commission and staff reviewed past planning efforts and discussed the best method of preparing the Circulation Element. It was decided to make use of the General Plans of the County and City and the Caltrans Transportation Study as base material; to supplement these where needed with population studies and other data, and to review both on the ground and in study sessions the current circulation system and its deficiencies, and to determine the needs of the City both at this time and for the future. Based on these studies, the Planning Commission would prepare a set of policy statements which, when adopted, would constitute the official policy of the City for circulation and transportation. And finally, to prepare recommendations for implementation in order to carry out the adopted policy.

Input from the general public would be sought both through personal contacts by individual Commissioners and at public meetings to which the public was invited. Further input would be sought at public hearings to be held by both the Planning Commission and the City Council prior to adoption of the Circulation Element. These plans were adhered to in preparing this document.



## Growth Factors Influencing the Plan

The General Plan (1969) estimated population in the ten square mile planning area to be 2034. The U.S. Census, 1970, found that the City of Angels (excluding Altaville and contiguous lands) had a population of 1710. Altaville was annexed in 1971; January 1975 estimates of the State Department of Finance placed the City population at 2400 persons. Local sources estimate the planning area to contain 2700 - 3000 persons. Preliminary 1980 Census figures give the combined Angels-Altaville population as 2888.

The 1975 Caltrans Transportation Study estimated the 1995 population will be 4995 within the planning area. These population estimates do not take into account the summertime population. One estimate (General Plan for Angels, 1969) is that some 2000 - 3000 persons will be added to the present summer population when the New Melones dam and recreational area are completed.

A limiting factor to City growth in recent years has been inadequate sewage disposal, both in and adjacent to the City. The use of septic tanks on rural lands has at best been unsatisfactory; on small City lots they are not capable of handling the effluent. The recently completed sewage disposal system will give impetus to growth. A new motel has been constructed. A major shopping center at the north end of Altaville has been approved for construction. It is anticipated that growth in the immediate future will exceed the forecasts. Improvement in general economic conditions, and particularly in the construction and tourist sectors, will accelerate the growth of the City of Angels.

## Transportation Modes and Deficiencies

Calaveras Transit Company is the only regular transit system which operates in the area. It offers passenger and freight service from Arnold to Stockton on a daily basis. United Parcel Service operates in the City. Tour buses run by charter and make special runs on weekends and holidays.

A public transportation survey (Caltrans, 1974) indicated that the vast majority of residents in the County would like some form of public transportation. The need for transportation for the young, the elderly, the handicapped, and the disadvantaged was evident from the study. General shopping runs and transportation for medical services were the prime needs.

No rail service is available to the Angels area. Goods movement is carried on primarily by truck transport. Traffic of such vehicles, including logging trucks, is constant through the downtown area.

Limited air service is provided via the Calaveras County Airport, 7 miles north of Angels Camp.

Bicycles are increasing in popularity. No special facilities exist and no special safety features for cyclists have been incorporated into City streets or Highways. Primary users are children; the second most frequent user is the recreationalist.

Equestrian trails are desirable, primarily for recreation purposes. Pleasure riding is generally restricted because of lack of facilities.





The 1975 Transportation Study for Calaveras County (Caltrans) reported traffic counts for critical locations. At the intersections of Highway 4 with Highway 49, the 1970 ADT was 6200; 1995 ADT was projected to be 13,000. No figure is available for peak hour/peak day traffic, but it is undoubtedly much higher. This particular location is a bottleneck through which all north-south traffic must flow; and through which all traffic to and from the major recreation/resort area of Highway 4 and points of origin in the north, west, and south must move. The location is Main Street of the City of Angels.

Average level of service is rated by Caltrans as Level D, 35-39 m.p.h. Downtown traffic regulated to 25 m.p.h.; on busy days at peak hours (in the summer months) it is much less.

#### Constraints on Development

- ✓ On Highway 49, major problems of alignment and road width exist to the south of the City of Angels. Caltrans reports that constraint to improvement of this particular section of roadway is the attitude of local people. The majority of local people who expressed themselves do not support major realignment or other major improvement to this Highway; they feel that the historic nature of the road is most important and do not wish to see a rerouting of the Highway.

The most significant constraint upon improvement of circulation is the present lack of money for Highways at the State level. Together with this is the comparative insignificance of local problems when compared with problems in metropolitan areas. Some delay in the flow of traffic is to be expected; and money will not be available in this area for major realignments in the near future.

Locally, the lack of money is the major constraint. The City of Angels does not have sufficient tax base for major projects; and the County has the same problems.

Another constraint is environmental. The terrain is not conducive to major road work in many areas where problems exist, as discussed in the introductory remarks. Widening of existing streets would involve steep cuts through heavy rock in many cases. Provision of adequate downtown parking is restricted for the same reason.

- ✓ State construction of a State Highway 49 and State Highway 4 by-pass around the Angels community is not probable. By-pass routes shall be pursued in accordance with the Angels By-Pass Report to the City Council dated June, 1980.

Mass Transportation, if left to private resources, probably would not succeed due to economic factors. Some increase in number of trips and number of destinations will probably occur, but there is not sufficient demand for this type of service to permit much increase in service. Subsidized transportation for specific purposes may be the only way to provide for the needs of many of the people.

Bicycle and other equestrian trails are of low priority in the City and will probably continue to be so while more pressing matters place severe strain on available resources.





## Circulation Policies

Overall Goal: to provide a balanced and convenient transportation system that will meet the needs of present and future traffic growth.

1. Prepare a road and highway plan for the entire area so that residents may know the location of proposed streets and roads.
2. Encourage road patterns which follow natural land contours, so as to discourage excessive grading; discourage extensive or severe grading for development of any kind.
3. Upgrade existing roads as needed to carry anticipated traffic loads; provide for extension and connection of existing roads whenever possible, to improve traffic circulation patterns.
4. Provide pedestrian and equestrian crossings at logical points on all major thoroughfares; whenever possible, provide separation of vehicular and pedestrian traffic.
5. Provide public parking at strategic locations in the downtown area; require all new developments to provide adequate off-street parking.
6. Require setbacks which will ensure adequate room for street widening and beautification.
- ✓ 7. Prepare a program of street beautification, including tree planting, sidewalk construction and other desirable development. Regulate signs so as to enhance safety and beautification.
8. Centralize civic services (fire, police, government offices, etc.) so as to provide easy access from all points.
9. Whenever possible, route major roads away from homes, schools and parks.
10. Provide special safety measures for children between their homes and schools.
11. Provide modern traffic control facilities to ensure maximum safety.
12. Develop boardwalks and sidewalks in the commercial center, including stairways to parking lots when necessary.
13. Improve mass transit with more destinations and frequency of service.
14. Provide special parking areas, ramps and other facilities for the handicapped.
15. Specific road alignments may be adjusted to provide the highest land use without compromising public safety or public facilities location.
16. It is intended to allow access to arterial roads only by collector roads, and individual lots shall not have direct access to arterial roads.
17. Compatibility with County and State road alignment will be maintained.



18. State and Federal financial assistance to complete arterial road system shall be pursued.

19. State Highway traffic and jurisdiction will be relocated from the business district to completed portions of the arterial network.

20. Priority improvements to the transportation system are as follows:

Short Term:

1. Continue to construct left turn lanes on Highway 49.
2. Adopt and enforce parking regulations on Bush and Finnegan Lane.
3. Improve the parking lot behind City Hall, adding additional parking spaces and improving the access to the parking lot.
4. Construct a sidewalk from Fairview Oaks to the downtown area.
5. Conduct studies preparatory to carrying out the following:
  - a) Design and install some type of safe crossing at the High School with a traffic control.
  - b) Improve the blind driveways on Gardner Lane and develop parking stalls.
  - c) Adopt the State of California regulations on encroachments and on outdoor advertising.
  - d) Find a solution to the parking problem on Mark Twain Road at Fairview Oaks Subdivision.
  - e) Study the possibility of providing equestrian trails.

Long Term:

1. Construct a road from Gold Cliff to Fairview along the existing right of way, and from Gold Cliff to Mark Twain Road.
2. Construct sidewalks from Altaville to Angels Camp along at least one side of Highway 49.
3. Extend Clifton Lane to Dogtown Road.
4. Extend Bennett Street to tie into any development which occurs to the north.
5. Install stop lights at major intersections when need arises.
6. Connect Finnegan Lane through the Annex to Highway 49 and connect Crystal to Highway 49.
7. Purdy Road should be extended to the Murphys Grade Road, and should connect with Depot Road.
8. Connect Highway 49 near the <sup>5 mile cr.</sup> Fairgrounds to follow old railroad bed route to Highway 4 near Depot Road area.
9. Cause the construction of arterial routes to provide efficient movement of local and through traffic in and around the City.

Proposals for Implementation

1. The City will initiate planning consultations and will work cooperatively with the County of Calaveras, Caltrans and with other agencies to expedite needed improvements to existing arterials and to construct new roads including bypass traffic routes as needed.

2. The City will work with other agencies to prepare, and will adopt a local system of arterial and collector streets in order to be eligible for State Highway Trust Fund moneys.





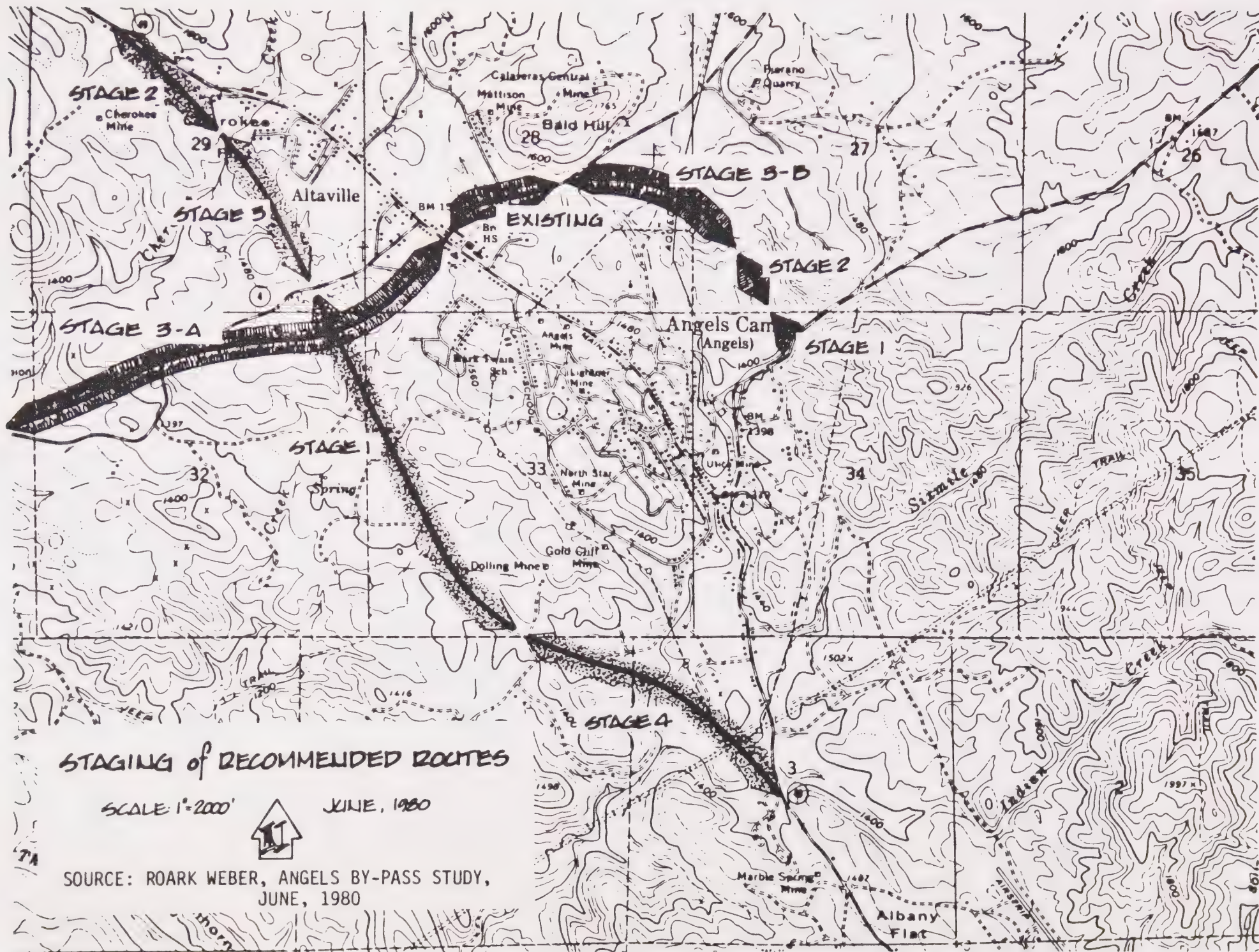
3. The City will designate rights-of-way in advance of development, and will require dedication of streets, walkways and trails as part of its land development ordinance.
4. All land development shall include on-site improvement of arterial and collector streets.
5. The City will review and, where necessary, revise its ordinances in order to carry out the circulation policies herein stated.
6. All new road construction, both in private developments and public projects, the City will adhere to the circulation policies herein stated.
7. The City will make every effort to obtain Federal and State funding for any of the above purposes, as well as for specialized circulation facilities such as mass transit, hiking, biking and riding trails as the need for such facilities arises.
8. The City will periodically review this Circulation Element and will make such revisions and adopt such new proposals as will make it a viable and useful guide to the future development of the City. A list of short-term and long-term projects for the improvement of the circulation system will be maintained as a guide to the growth of the City, and as an aid in obtaining State and Federal funding of needed improvements.

#### Definitions

Arterial: road to route traffic through an area as quickly, directly and safely as possible

Collector: road to provide intra-city service.





# STAGING of RECOMMENDED ROUTES

SCALE: 1"=2000'



JUNE, 1980

SOURCE: ROARK WEBER, ANGELS BY-PASS STUDY,  
JUNE, 1980





## 2. NOISE

Noise has been commonly defined as unwanted sound. A proposed land development, by the nature of its design and function, can be a potential source of noise for the resident of Angels. It has been identified that the State highways generate the greatest amount of noise, and are of primary concern in this plan (refer to noise exposure map on page 19). However, the goal and policies are intended to develop a compatible noise environment in all sections of the City.

### a. GOAL AND POLICY STATEMENTS

GOAL "To preserve the peaceful rural atmosphere of Angels Camp."

POLICY "Provide sufficient information concerning the community noise environment so that noise may be effectively considered in the land use planning process."

POLICY "Develop standards for acceptable noise exposure."

### b. STANDARDS AND CRITERIA

The following standards are proposed as generally desirable ambient exterior noise level guides to be used together with other basic plan elements and in the future planning and location of noise sensitive land uses and developments in relation to noise generating uses and facilities.

Land Use Class	N.A.*	C.A.*	N.U.*	C.U.*
R-S	up to 60 dB	60-70	70-75	75+
R-L	up to 60 dB	60-70	70-75	75+
R-M	up to 60 dB	60-70	70-75	75+
C	up to 70 dB	70-75	75-80	80+
I	up to 70 dB	70-75	75+	
PS	up to 60 dB	60-70	70-75	80+
A-E	up to 60 dB	60-70	70-75	80+
O-R	up to 60 dB	60-70	70-80	80+

\* - Meaning of Abbreviations: N.A. - Normally Acceptable;  
C.A. - Conditionally Acceptable; N.U. - Normally Unacceptable;  
C.U. - Clearly Unacceptable.

The chart on page 7<sup>4</sup> serves to give a general understanding of common indoor and outdoor noise levels as heard by the human ear.





c. IMPLEMENTATION PROGRAMS

1. Apply the environmental review process to evaluate potential noise impacts of any development proposal. The above ambient noise standards will be of great use to all people involved in the preparation or review of EIRs. They should be used along with the noise contour map during the Initial Study phase in order to determine whether potential noise impacts may exist with a project.

2. Direct the City Planning Commission and Building Inspector to enforce the State Noise Insulation Standards contained in Title 25 of the California Administrative Code.

3. Make consideration for construction of sound barriers as part of development projects in potentially noise sensitive areas.

4. Development of a City Noise Ordinance in order to further pursuit of ambient noise levels within the community.

SCENIC HIGHWAYS

One of the nine mandated elements, the Scenic Highways Element is to make provisions for the establishment and protection of scenic routes. Traditionally, designated scenic highways run through natural, undisturbed areas, however, urban scenic highways could include routes with unique sites and vistas.

Having carefully considered potential routes for designation as local scenic highways, the City has determined to make no such designations at this time. However, in that General Plan preparation involves periodic review, reconsideration will be made at a future time for designation of locally scenic highways for inclusion in this General Plan.



# COMMON INDOOR AND OUTDOOR NOISE LEVELS

<u>OUTDOOR</u>	<u>NOISE LEVEL dB(A)</u>	<u>INDOOR</u>
	110	--- Rock Band
Jet Flyover at 1000 feet -----	+	
	100	
Gas Lawn Mower at 3 feet -----	+	--- Inside Subway Train (New York)
	90	
Diesel Truck at 50 feet -----	+	--- Food Blender at 3 feet
	80	
Noisy Urban Daytime -----	+	--- Garbage Disposal at 3 feet Shouting at 3 feet
	70	
Gas Lawn Mower at 100 feet -----	+	--- Vacuum Cleaner at 10 feet
	60	
Commercial area -----	+	--- Normal Speech at 3 feet
	50	
Quiet Urban Daytime -----	+	--- Dishwasher in next room
	40	
Quiet Urban Nighttime -----	+	--- Small theatre, Large Conference Room (Background)
	30	
Quiet Suburban Nighttime -----	+	--- Library
	20	
Quiet Rural Nighttime -----	+	--- Bedroom at night
	10	
	0	
		--- Concert hall (Background)
		--- Broadcast and Recording studio
		--- Threshold of hearing

SOURCE: "Guide on Evaluation and Attenuation of Traffic Noise", American Association of State Highway and Transportation Officials.





### SECTION III

#### Environmental Assessment



## A. INTRODUCTION

This section has been prepared for consideration of the environmental impacts of the General Plan project. It complies with Section 15143 of the State EIR Guidelines requiring assessment of the impacts, and discussion of mitigation measures and alternatives which could be considered.

By the nature of the project, this assessment is prepared in a generalized level since potential impacts of a General Plan cannot be predicted to the same degree as a specific development project. This assessment also accounts for the understanding that a General Plan is prepared under the guidance of State planning law to benefit the community, rather than to produce significant effects to the disadvantage of the residents.

## B. THE SIGNIFICANT ENVIRONMENTAL EFFECTS OF THE PROJECT

Implementation of the project as discussed in Section II of this document will involve the following impacts which have the potential to be significant:

### 1. COMMUNITY DEVELOPMENT

--Land Use--Certain vacant or undeveloped parcels of land will be removed from this state to a state of developed use.

--Historical/Archaeological--New development may affect historical heritage or pre-historic sites; conversion of existing historical uses may affect historical significance.

--Governmental Services--Increases in any capital and operating costs required to implement the plan programs and to accommodate population growth, including the financing, acquisition, construction, operation, maintenance and staffing of public facilities and services: water and sewer systems, roadways, schools, parks, police and fire, and general government (including administration of the Plan's provisions).

--Parks--Continued City development will serve to increase the burden on facilities, thus creating new needs.

### 2. HOUSING

--Costs--There is the possibility of impact to low and moderate income residents due to land and housing speculation activity, thus rising housing costs.

--Schools--Because of the rising population and development of new housing, an increased burden will be placed upon the schools to provide space and services.



### 3. ENVIRONMENTAL MANAGEMENT

--Hydrology--New development will add to the number of impervious surfaces, and could change topography, thus increasing the flows of surface water runoff.

--Air, Water, Noise--Incremental increases in these three areas have the potential to lessen the high quality which has been experienced in the past.

### 4. TRANSPORTATION

--Roads--New development activity will add to the numbers using City and State roads and highways.

### C. ANY SIGNIFICANT ENVIRONMENTAL EFFECTS WHICH CANNOT BE AVOIDED IF THE PROPOSAL IS IMPLEMENTED

The following listing identifies the effects which are going to occur and cannot be avoided. All of these effects, however, can be reduced by mitigation measures, but would still probably be considered significant:

#### 1. COMMUNITY DEVELOPMENT

--Land Use--Conversion of land from undeveloped to developed

--Governmental Services--Costs accrued by increased use of public services; implementation of Plan.

#### 2. HOUSING

--Schools--Increased City population resulting in increased school population.

#### 3. ENVIRONMENTAL MANAGEMENT

--None--

#### 4. TRANSPORTATION

--Roads--Increased use due to population growth.

### D. MITIGATION MEASURES PROPOSED TO MINIMIZE THE SIGNIFICANT EFFECTS

In the preparation of environmental impact report, the assumption has been made that the goals, policies and implementation programs will be carried out. As such, the implementation programs and policy proposals become mitigation measures within themselves in order to promote and insure orderly and balanced development. The reader is referred to the policy proposals and implementation programs of the four topic areas of Section II of the text, pages 28 through 74.

The following listed mitigation measures are intended to reduce or avoid the adverse impacts associated with implementation of the Plan:





## 1. COMMUNITY DEVELOPMENT

- Institution of measures for the orderly management of growth (p. 32).
- City coordination of promoting a healthy, well balanced economy (p. 35).
- Seeking of financing to provide a high level of public facilities and services (p. 35).
- Take an active role in the promotion of energy conservation (p. 35).
- Improve and enhance the quality of citizen participation in local government activities (p. 35).
- Adoption of the State Historic Building Code (p. 35).
- Specific design review for buildings in the historic district (p. 35).
- Revision and update to City Zoning Ordinance (p. 32).

## 2. HOUSING

- Utilize public assistance programs to meet the City's need for lower income housing (p. 47).
- Continue participation in locally initiated programs designed to address housing needs and constraints (p. 53).
- Promote a greater variety of available housing (p. 45).

## 3. ENVIRONMENTAL MANAGEMENT

- Areas officially identified as flood plains to be so designated as open space (p. 57).
- Preservation of geologically unstable and unbuildable steep areas as open space (p. 57).
- Extend the open space network to include agricultural areas (p. 58).
- Specific measures to prevent soil erosion or creation of unstable slopes (p. 61).
- Long range analysis of the scarce natural resources found in the City (p. 61).
- Setting of specific standards for air and water quality (p. 61).
- Measures for the development of fire prevention standards (p. 61).
- Preparation of a floodway management plan (p. 61).

## 4. TRANSPORTATION

- Scheduling of improvements to enhance circulation (p. 69).
- Work cooperatively with local and state agencies to seek relief from downtown congestion (p. 69).
- Standards which determine acceptable levels of noise within land use designations (p. 72).
- Adoption of a City Noise Ordinance to achieve ambient noise levels (74).



## E. ALTERNATIVES TO THE PROPOSED ACTION

A project like a General Plan, which is so dependent upon comprehensive goal and policy statements, could have a countless number of alternatives. For the purpose of this discussion, a more constrained plan, a less constrained plan, and no project will be evaluated.

### 1. MORE CONSTRAINED

This alternative can be characterized by attempts to restrict future growth and development. This could be accomplished by setting ceilings in population, housing starts, sewer hookups. In some circles, a more constrained plan could be considered a "no growth" or "slow growth" type of approach.

Probably, this approach would produce fewer environmental impacts (less development = less impact). And it would serve to enhance the desire to maintain the small, rural atmosphere.

A more constrained plan would have its share of adverse effects. Socially, many people depend upon Angels for employment, services, and entertainment. If Angels did not grow to meet the demands around it, people would have to go to other places to find these items. Impacts would primarily affect the low and moderate income people who would have the hardest time dealing with population or housing ceilings - and could possibly be excluded from the City.

### 2. LESS CONSTRAINED

A less constrained plan would serve to welcome growth and development, generally increasing employment and housing opportunities. Land would be readily available in all land use classifications, and public facilities and services would be operating at a high level.

This type of plan could result in some serious consequences, such as:

- rapid development in a piecemeal manner, taking away the value of open spaces
- costly extensions of services for water, sewer, fire, police, etc.
- probable increases in air, water, and noise pollution, degrading the quality of life
- loss of the rural, small town atmosphere.





### 3. NO PROJECT

The no project alternative would result in retention of the existing General Plan. The Plan would become further behind in its compliance with California planning law, and really wouldn't serve as a guide for growth and development. The City would be susceptible to legal challenges against the Plan due to its non-compliance.

#### F. THE RELATIONSHIP BETWEEN LOCAL SHORT-TERM USES OF MAN'S ENVIRONMENT AND THE MAINTENANCE AND ENHANCEMENT OF LONG-TERM PRODUCTIVITY

The Angels General Plan presents a framework of goals, policies, and implementation programs which are intended to provide a better environment for its residents. In the evolution of these, compromises have been made, but in the interest of orderly and well planned development. The short term adverse impacts which may result have been adequately addressed in an investment for the future.

Even though commitments have been made for the future, the Plan is a dynamic document subject to change as needs arise. Thus, monitoring of the goals, policies and programs is encouraged so that any changes in values or attitudes may be accommodated.

The major irreversible environmental change in implementation of the Plan is the conversion of land from vacant or undeveloped to a developed use. It is anticipated that this change will be justified, and guided by the Plan.

#### G. GROWTH INDUCING IMPACT

The act of adoption of the General Plan in itself will not induce growth. The Plan's implementation may cause residential or commercial land to develop in pursuit of a well balanced economy. However, with a Plan such as this, market demands and shifting needs as constraints greatly determine the results of implementation.

#### H. EFFECTS FOUND NOT TO BE SIGNIFICANT

The following areas, although possibly significant, were determined to be insignificant within the scope of the project:

SEISMICITY--The possibility for extreme ground shaking is remote.

CLIMATE--The Plan will not affect climatical conditions in the area.

RARE & ENDANGERED SPECIES--None have been identified.

VISTAS--Although vistas may be altered by development, it is not expected to change the experience of the rural atmosphere.



## APPENDIX



## AGENCIES, INDIVIDUALS, AND REFERENCES CONSULTED

### CITY OF ANGELS

George Huberty, City Attorney  
Roark Weber, City Engineer  
Ron Adams, Chief of Police  
Dwayne Brown, Fire Service Maintenance and Safety Officer

### COUNTY OF CALAVERAS

Brent Harrington, Planning Director  
Dennis Dickman, Planner II

### CENTRAL SIERRA ECONOMIC DEVELOPMENT DISTRICT

Larry Busby, Executive Director  
Alison Binder, Former Economic Planner

### CENTRAL SIERRA PLANNING COUNCIL

Tom Bettencourt, Housing Section Coordinator  
Jo Quinn, Rural Development Specialist  
Terry Cox, Rural Development Specialist

### STATE OF CALIFORNIA

#### - CALTRANS -

William G. Kosky, Environmental Branch of District 10, Stockton

#### - HOUSING AND COMMUNITY DEVELOPMENT -

Gil Reynaga, Housing Analyst, Review Section

### PACIFIC GAS AND ELECTRIC

Loren Whittle

### PACIFIC TELEPHONE

J. G. Shoemaker, Engineering Manager

### MARK TWAIN UNION ELEMENTARY SCHOOL DISTRICT

Keith Bell, District Superintendent

Calaveras, County of; Recreation Plan; Adopted 1969

Calaveras, County of; Environmental Resource Analysis for the Preparation of the General Plan; May, 1980

Calaveras, County of; Service Sector Analysis for the Preparation of the General Plan; May, 1980





- Calaveras County Water District; North Fork Stanislaus River Hydroelectric Development Project: Supplemental Draft Environmental Impact Report, Volume 1; August, 1978
- Central Sierra Economic Development District; Annual Overall Economic Development Program Report; May, 1981
- Central Sierra Planning Council; Areawide Land Use Element; Revised December, 1980
- Central Sierra Planning Council; Farmers Home Administration Section 111 Community Development and Neighborhood Revitalization Study Data; October, 1979
- Caltrans, District 10; Regional Transportation Plan Update, 1980; Adopted by resolution November 12, 1980
- Geotechnical Research and Development; Focus Environmental Impact Report: Martineau Property, City of Angels; August, 1980
- Geotechnical Research and Development; Environmental Impact Report: Miller Mining Company, Calaveras County; February, 1980
- Leonard, Edward C.; Home of the Jumping Frog
- State of California, Department of Finance; Population Estimates of California Cities and Counties; issued in May of each year.
- State of California, Division of Mines and Geology; Fault Map of California; Compiled by Charles W. Jennings, 1975
- United States Department of Agriculture, Soil Conservation Service; Report and General Soil Map of Calaveras County; June, 1966
- United States Department of Commerce, Bureau of the Census; Final Population and Housing Counts for California; Issued March, 1981
- United States Department of Housing and Urban Development; Flood Hazard Boundary Map, City of Angels; Map revised October 31, 1978
- Weber, Roark; Angels By-Pass: A Study of Alternatives, Prepared for the Angels City Council; June, 1980
- Weber - Hall Consulting Group; City of Angels Inflow and Infiltration Project Report; June, 1981



## DEFINITIONS

AESTHETICS - Concept of individually perceived beauty.

AGRICULTURAL LANDS - Soils capable of growing crops or supporting stock.

ARTERIAL - The part of the roadway system that serves as the principal network for through traffic flow. Connects areas of principal traffic generation and important highways entering the City (i.e. Main Street).

COLLECTOR - The distributor roadway serving traffic between major and local roadways. These are roadways used mainly for traffic movements within residential, commercial, and industrial areas (i.e. Stanislaus).

CONDOMINIUM - An arrangement under which a tenant in a complex of multi-unit dwellings holds full title to his/her units and joint ownership in the common grounds.

CONSERVATION - The planned management, preparation, and wise utilization of natural resources. The objective of conservation is to prevent the wasteful exploitation, destruction or neglect of natural resources.

CONSTRAINTS - Limitations which impede action.

CONTIGUOUS - Adjoining properties or properties that touch at some point are considered contiguous.

CORE COMMERCIAL - The central part of the trade or business area located within a community.

ECONOMIC ANALYSIS - The collection and interpretation of fiscal data and its relationship and impact upon the community.

EROSION - The wearing or washing away of soils.

FLOOD PLAIN - An area that is normally dry, but is susceptible to an overflowing of water during the wet season.

GEOLOGICALLY UNSTABLE - Areas susceptible to mudslide, landslide, liquifaction, or severe erosion.

GROWTH CONSTRAINTS - Natural or man-made limitations that impede development.

GROWTH MANAGEMENT - Directing growth through measures which mitigate the adverse impacts of growth to an acceptable level.

IMPORTS - A plant or tree introduced from outside the area (i.e. a palm tree introduced to Angels Camp).

INDIGENOUS - A native tree or plant. Exists naturally in an area without having been introduced from outside the area (i.e. oak tree).





IN LIEU FEES - Payment made in place of action taken.

INTRA-CITY - Within or inside the City.

LIGHT INDUSTRY - Industry that can operate in close proximity to commercial or residential areas with minimum mutual adverse impact.

MINERAL RESOURCE AREA - A portion of land that contains a natural inorganic substance which an individual or community can use to advantage.

MULTI-FAMILY RESIDENTIAL - An area that accomodates buildings which contain more than one family unit.

NON-SIGNIFICANT LEVEL - Not having a discernable impact.

OPEN SPACE - Land set aside for the production of food, for the enjoyment of scenic beauty, for the recreation or for the use of natural resources.

PUBLIC FACILITIES - Buildings and grounds and facilities owned by the community as a whole for the good of the community (i.e. City Hall).

PUBLIC SERVICE - A system by which the community is provided common assistance through mutual effort and support (i.e. sewer).

RIPARIAN - Land adjacent to a water source, including but not limited to: springs, seeps, ponds, lakes, creeks, streams, drainage, and rivers. Also includes trees, plants, and grasses dependent upon that water source.

SEISMIC - Subject to earthquakes.

SPHERE OF INFLUENCE - A geographical area outside the city limits that by virtue of its relative location to the City has either a direct or indirect effect on the economic growth, or growth potential, of the City.

U.B.C. - Uniform Building Code - A published code of internationally approved building standards.

URBAN - Characteristic of a city, in contrast to the country.

WATERSHEDS - A geographic area that by virtue of its shape collects and directs water runoff.



TO BE UTILIZED IN CONJUNCTION  
WITH THE DRAFT GENERAL PLAN

# GENERAL PLAN and ENVIRONMENTAL IMPACT REPORT

## FINAL DOCUMENTS



CITY OF ANGELS

JANUARY, 1982



A  
GENERAL PLAN  
and  
ENVIRONMENTAL IMPACT REPORT  
for the  
CITY OF ANGELS

FINAL DOCUMENTS

Prepared for  
CITY OF ANGELS

Prepared by  
CENTRAL SIERRA PLANNING COUNCIL  
DRAFT: August, 1981  
FINAL: January, 1982





## PARTICIPANTS IN THE PROGRAM

### ANGELS CITY COUNCIL

Oliver W. Garcia, Mayor  
Elizabeth Alford, Vice-Mayor  
Gary Hinman  
Paul Raggio  
Tad Folendorf

Jacqueline Heintz, City Clerk

### ANGELS PLANNING COMMISSION

William P. Henry, Chairman  
Loren Whittle, Vice-Chairman  
Oliver Bernasconi  
Donald Fletcher  
Richard Stammerjohan

Charlene Porter, Secretary

### CENTRAL SIERRA PLANNING COUNCIL

Larry Busby, Executive Director  
Edward Wyllie, Principal Planner

The preparation of this report was financed in part through a 701 Comprehensive Planning Assistance grant from the U.S. Department of Housing and Urban Development administered by the State of California, Department of Housing and Community Development.



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## INTRODUCTION

The attached documents plus the draft General Plan and Environmental Impact Report constitutes the final General Plan and Environmental Impact Report for the City of Angels.

The draft General Plan/Environmental Impact Report was prepared and circulated for public review in accordance with State of California and City of Angels guidelines. The draft General Plan/EIR was circulated through the California State Clearinghouse (SCH#81042009) plus copies distributed to appropriate local agencies and interested citizens. A total of seven written responses were received during the public review period. A public hearing was held by the Angels Planning Commission on September 17, 1981, and by the Angels City Council on September 23, 1981. Subsequent joint workshop sessions of the City Council and Planning Commission have been held to evaluate written and oral comments received, and to prepare the proposed amendments to the draft General Plan/EIR.

As permitted by State and local guidelines, each respondent was addressed independently with significant environmental issues reviewed and with disposition noted. Each communication and its respective response is indexed in a Table of Contents. All proposed amendments to the draft General Plan/EIR are consolidated following this section.

These final documents must be reviewed in conjunction with the draft General Plan/EIR which is bound under separate cover. The two combined documents represent the final General Plan/Environmental Impact Report.



PROPOSED AMENDMENTS TO DRAFT PLAN/EIR

NOTE: Strike through words are deleted and underlined words are added.

Page 10, under development criteria for the Public Service land use category:

"Can be used in combining form with Open-Recreation Space."

Page 10, under land use category for Agricultural Estates:

"A-G E Agricultural Estates"

Page 10, under land use category for Open-Recreation:

"O-R S Open-Space"

Page 10, under development criteria for Open-Space:

"Activities to protect and maintain an open and-recreational, rural character."

Page 10, a new land use category for "SP Special Planning", with the following development criteria:

"Established and designed to accomodate various types of development. May be used as a freestanding designation, or with a base designation. As a freestanding designation, any and all uses would be considered. In both cases, the uses would have to be shown on a development plan for the particular area, to be approved by the City."

Page 10, a new land use category for "R Recreation", with the following development criteria:

"A designation which would be combined with any of the above land use categories delineating current or future recreational potential."

Page 10, a new land use category for "Mn Mining" with the following development criteria:

"A designation which would be combined with any of the above land use categories to delineate current and future potential for mining activity."

Page 10, Section C, Climate:

"Snow is-a-very-infrequent-occurance-during-the-winter;-however;-fog is-frequently-present;-drifting-to-this-elevation-from-the-San-Joaquin Valley- and fog occur infrequently."

Page 12, Section G, Hydrology:

".....intersection with Angels Creek near Raspberry Raspberry Lane."

Page 16, Section K, Wildlife and Fisheries, Paragraph 2:

"The most conspicuous mammal in this area is probably the California mule black-tail deer."

Page 17, Section L, Archaeology, Last Paragraph:



Page 17, Section L, Archaeological, delete the final paragraph and insert the following:

"The EDAW analysis of County Environmental Resources indicates that the planning area is located in "high" and "medium" archaeological sensitive zones. However, the historical growth and development within the City has significantly altered or destroyed any prehistoric sites that may have existed there. It can be anticipated that such sites may still exist within the City, and probably within the Sphere of Influence. Future planning and development activities within the area should take into account any such resources discovered."

Page 17, Section M, Historical:

Correction of spelling of Raspberry to Rasberry.

Page 20, Section P, Water Service, Paragraph 2:

"The water treatment facility has a capacity of 1400 ~~g.p.d.~~ <sup>g.p.m.</sup> ~~in g.p.d.~~"

Page 20, Section P, Water Service, Paragraph 3:

".....for a 5/8" x 3/4" meter to \$90.00 for a 5/8"-x 8" meter."

Page 21, Section R, Law Enforcement, Paragraph 1:

".....1 juvenile officer, ~~2-dispatchers~~ 1 dispatcher, and 1 chief."

Page 21, Section R, Law Enforcement, Paragraph 3:

"Plans for increased services include ~~new-men~~ additional personnel....."

Page 23, Section U, Telephone Service, Paragraph 4:

"The Angels Camp Switching Center ~~is-currently-being~~ has been expanded..."

Page 24, Section V, Recreation:

"The following table illustrates the estimated recreation activity in Calaveras County in 1985. These figures are presented to indicate the general variety and magnitude of recreational activity in the area."

Page 25, Section W, Economy/Employment, Paragraph 2:

".....however, the City's percentage of the County's total declined to 24.1%."

Page 32, Standards and Criteria, (a) Land Use Map:

~~"The City of Angels proposes no changes over their land use map which currently exists. The City of Angels has prepared a new general land use map which reflects the goal and policy direction of this plan."~~

Page 33, General Land Use Map, City of Angels:

The General Land Use Map has been revised, with these revisions being generally illustrated on the map on page 5 of this document. Better detail can be seen on the General Plan Use Map on display at the Angels City Hall.





Page 34, General Land Use Map, Sphere of Influence:

The General Land Use Map of the Sphere of Influence has been revised, with these revisions being generally illustrated on the map on page **6** of this document. Better detail can be seen on the General Land Use Map of the Sphere of Influence on display at Angels City Hall.

Page 39, Table Two, 1970 to Present:

Change cumulative percentage (Cum %) from 26.5 to 76.5.

Page 46, Policy #10:

Delete this policy in that State law and local ordinance no longer provide for this.

Page 50, under FmHA Section 515 Multi-Family Housing Program:

"A 515 development to contain 50 units has been approved by FmHA for construction in Angels Camp (cost approximately \$2 million).

Page 55, Other Topics, Public Participation, Paragraph 1:

"They were ultimately approved by the City Council ~~in~~ after a joint session with the Planning Commission."

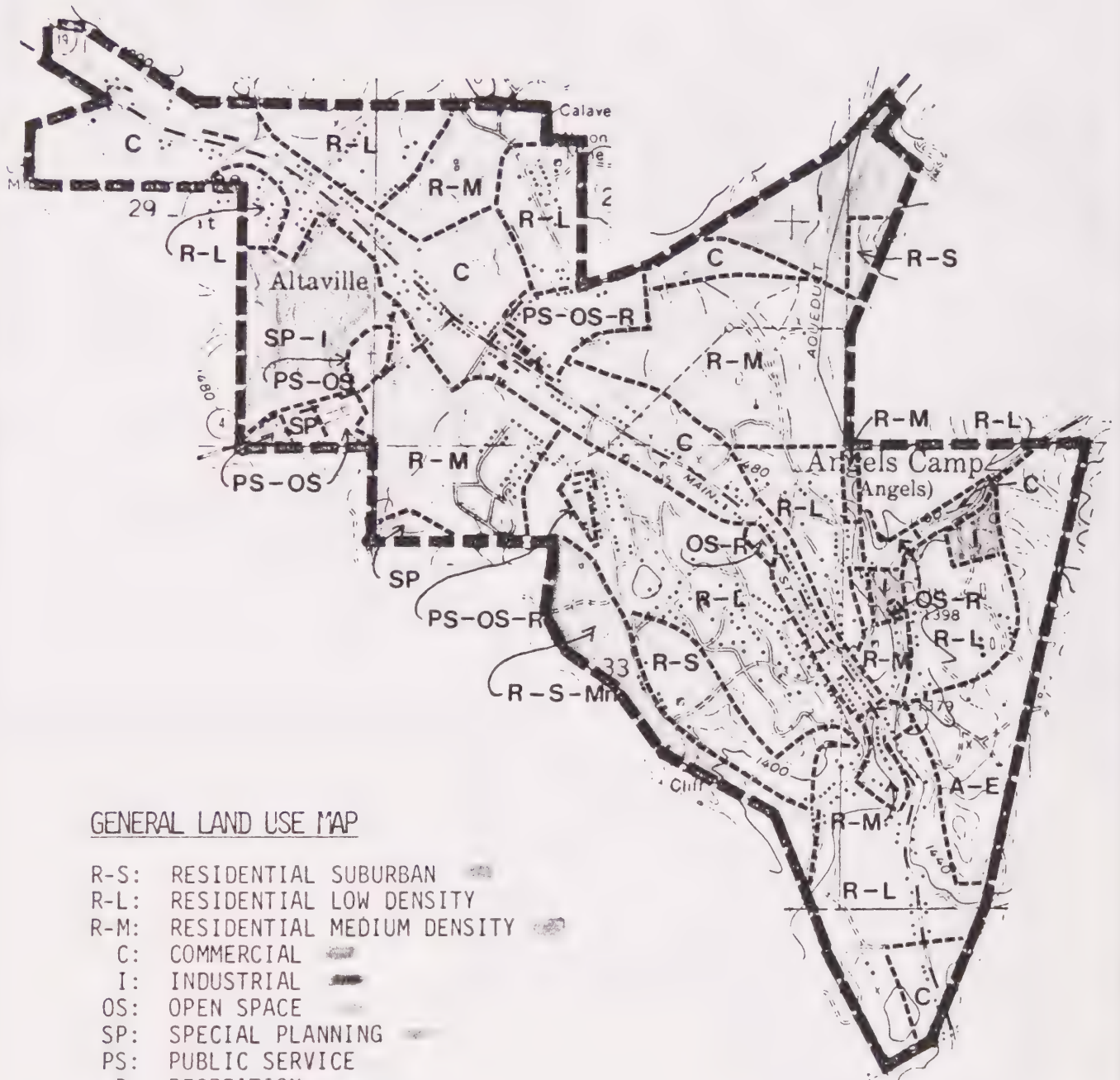
Page 62, Open Space Network Map:

The Open Space Network Map has been revised, and is illustrated on page **7** of this final document.

Page 69, Long Term improvements:

"Connect Highway 49 near the fairgrounds Six Mile Creek to follow the old railroad bed route to Highway 4 near the Depot Road area."





### GENERAL LAND USE MAP

- R-S: RESIDENTIAL SUBURBAN
- R-L: RESIDENTIAL LOW DENSITY
- R-M: RESIDENTIAL MEDIUM DENSITY
- C: COMMERCIAL
- I: INDUSTRIAL
- OS: OPEN SPACE
- SP: SPECIAL PLANNING
- PS: PUBLIC SERVICE
- R: RECREATION
- Mn: MINING
- A-E: AGRICULTURAL ESTATES

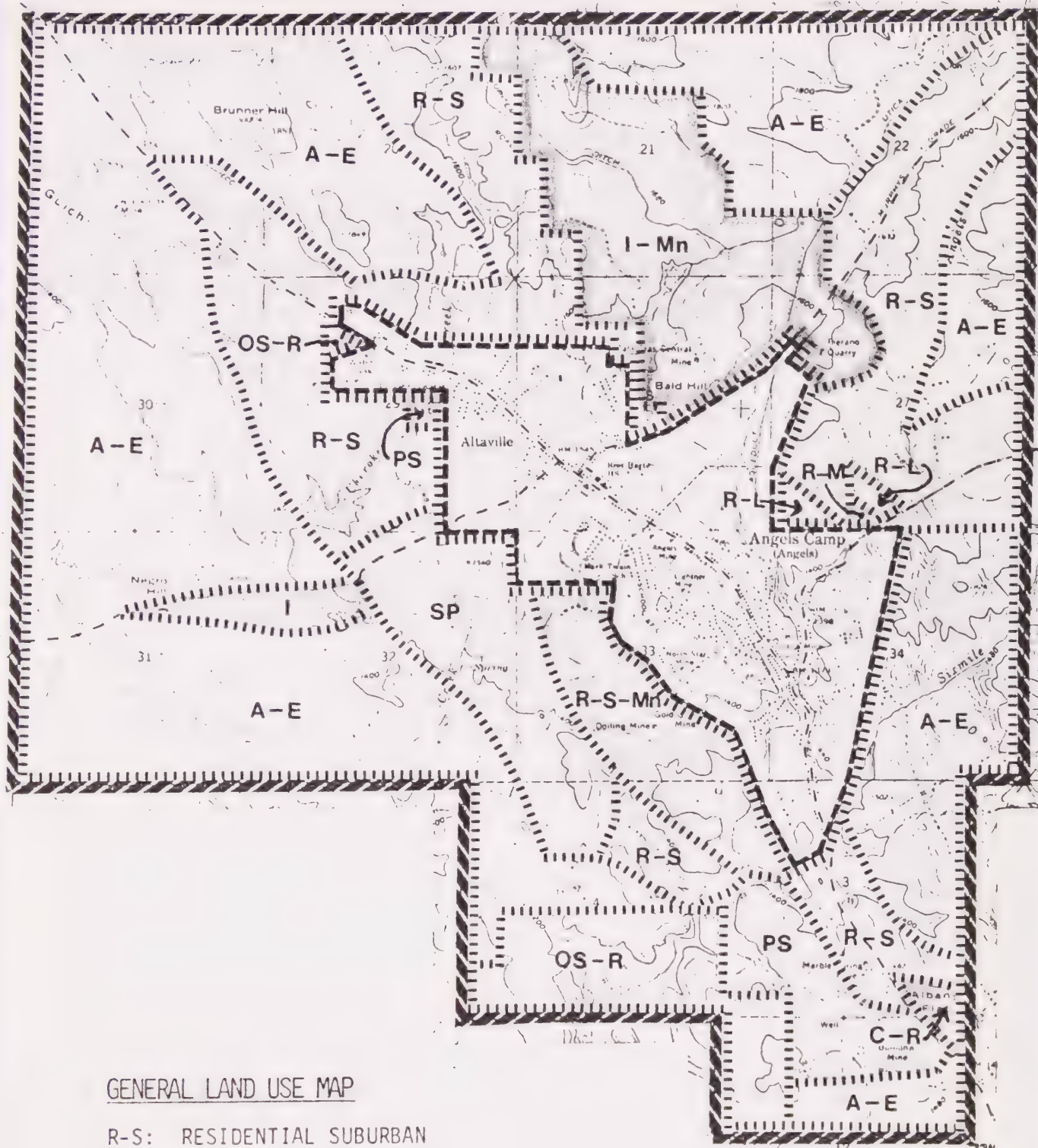


Apr. 1982

CITY OF ANGELS







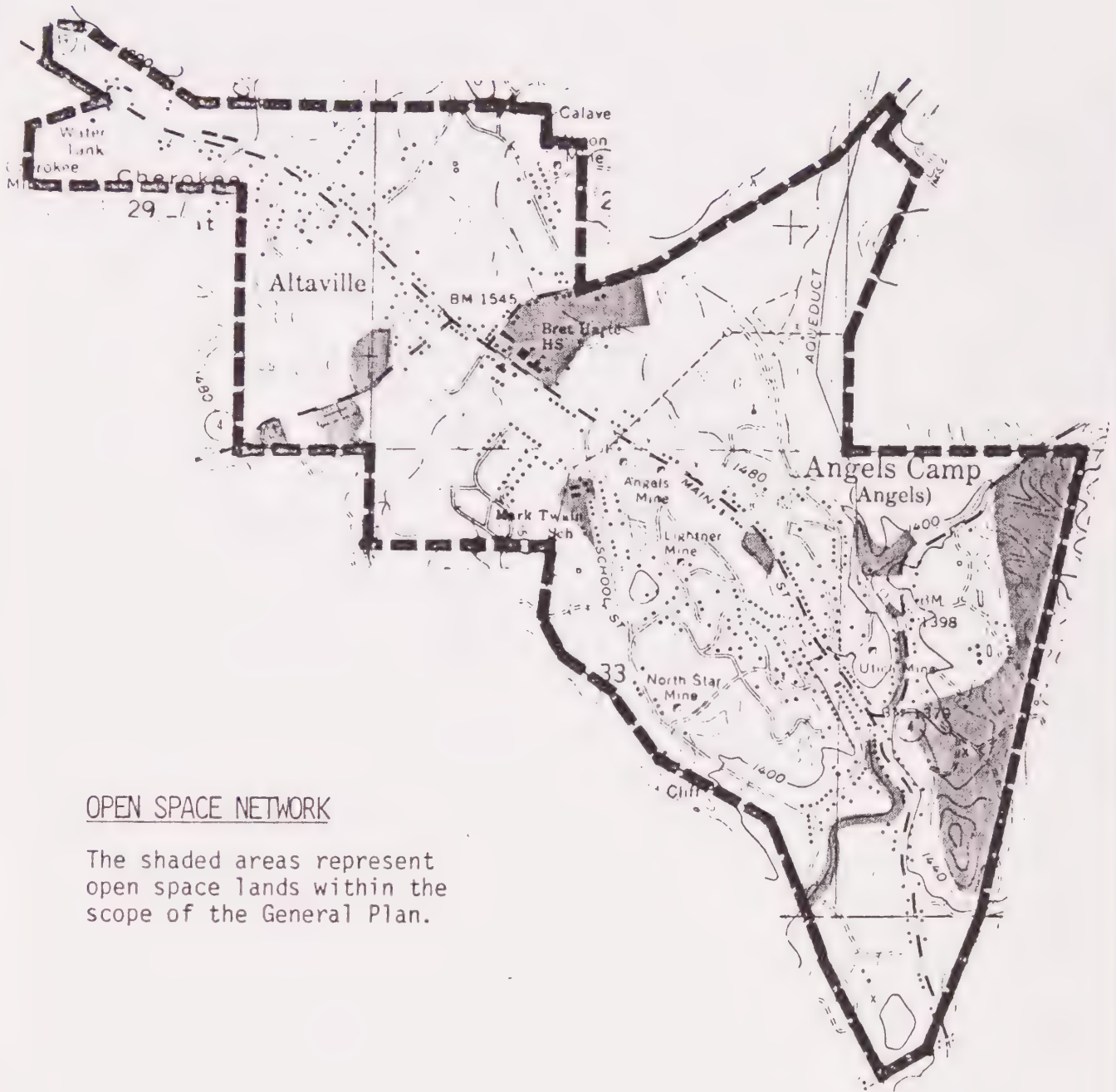
### GENERAL LAND USE MAP

- R-S: RESIDENTIAL SUBURBAN
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- PS: PUBLIC SERVICE
- OS: OPEN SPACE
- SP: SPECIAL PLANNING
- R: RECREATION
- Mn: MINING
- A-E: AGRICULTURAL ESTATES



**SPHERE OF INFLUENCE**





### OPEN SPACE NETWORK

The shaded areas represent open space lands within the scope of the General Plan.



**CITY OF ANGELS**



WRITTEN COMMUNICATIONS RECEIVED







# CALAVERAS COUNTY PLANNING DEPARTMENT

LOCAL AGENCY FORMATION COMMISSION  
PARKS AND RECREATION

BRENT P. HARRINGTON  
Director

Government Center • 891 Mountain Ranch Road • San Andreas, Calif. 95249

Telephone (209) 754-3841

August 31, 1981

Hon. Oliver Garcia, Mayor  
City of Angels  
Angels Camp, CA. 95222

RE: Comments on Draft General Plan

Dear Mr. Garcia:

Thank you for the review copy of the City of Angels Draft General Plan. The County of Calaveras and Local Agency Formation Commission offer the following comments for your consideration:

1. The Sphere of Influence land use designation is shown as "Agriculture Estate" in the area of the Stelte Annexation approved by LAFCO, and the Stelte-Roller property that the City has discussed as a possible annexation target. The AE lot sizes, 5 to 20 acres, would nullify the approved annexation. It would also preclude the annexation of nearly any parcel in the sphere of influence, prior to amending your plan.
2. The text of the Draft General Plan for the City does not specify what land uses would be permitted in the AE zone. This is of special concern to the County, as the adoption of portions of the County General Plan, including the Land Use Element, are in progress at the present time. The County would like to coordinate its policies in the sphere of influence with the ultimate development goals of the City. As proposed in your plan, it would appear that only 5 to 20 acre single family residential parcels would be accepted, thereby excluding commercial, industrial and mining projects. This should be clarified.
3. On page 10, the Agriculture Estates land use designation is shown as "AG". On the map, there is a category of "AE". We assume that this is the "Agriculture Estates" designation.
4. The EDAA analysis of County Environmental Resources indicates that the City of Angels is located in both the "high" and "medium" archaeological Sensitivity designations throughout the entire City and Sphere of Influence. This data would appear to conflict with the statement at the end of Section L on page 17.
5. The Table in Section V, Recreation, uses a 1969 County Recreation Plan as the source. We question whether the predictions made at that time are necessarily valid today. For example, the magnitude of the New Melones Reservoir may be greater in its impact on the City than is indicated in the text.



Hon. Oliver Garcia, Mayor  
August 31, 1981  
page 2

6. On page 28, the plan indicates a goal to prezone Sphere of Influence lands prior to annexation. In the AE designation, prezoning to parcel sizes of less than 5 acres, and uses other than single family residential, would violate State laws concerning the consistency of the General Plan and Zoning.
7. The policy of not extending City services beyond the current city limits would preclude annexation of any parcel that is smaller than five acres, as sewer and water are required for smaller lot sizes.
8. The Sphere of Influence (Policy 2 on page 29) can only be changed as a General Plan Amendment under State law. The City may wish to consider designating the ultimate land use of the Sphere at this stage of the adoption process, rather than require desired development to wait for a General Plan Amendment, prezoning, LAFCO action, and final City action. This process could take as long as a year to eighteen months.
9. Once again, (refer to page 32) the County and LAFCO wish to stress that the retention of the Agriculture Estates land use designation in the Sphere of Influence nullifies the Stelte annexation, and precludes further annexation. It is generally the policy of the County Planning Commission to adhere to the recommendations of the City, so under this Draft General Plan, only single family residential, five acre minimum projects would be approved.

These comments should not be construed as a critique or an endorsement of the City's Draft General Plan content. The County and Local Agency Formation Commission have not reviewed the document to ascertain whether or not the requirements of the State have been satisfied. These comments are based solely on those issues which may effect the development of the County General Plan and project considerations by the County Planning Commission and LAFCO.

If you have any questions, please do not hesitate to give me a call.

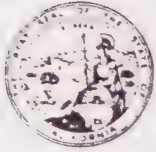
Sincerely,



Brent Harrington  
Planning Director, Calaveras County  
Executive Officer, LAFCO







# State of California

GOVERNOR'S OFFICE  
OFFICE OF PLANNING AND RESEARCH  
1400 TENTH STREET  
SACRAMENTO 95814

EDMUND G. BROWN JR.  
GOVERNOR

September 29, 1981

Edward Wyllie  
Principal Planner  
P.O. Box 698  
San Andreas, CA 95249

SUBJECT: SCH# 81042009 DRAFT GENERAL PLAN AND ENVIRONMENTAL IMPACT REPORT

Dear Mr. Wyllie:

State agencies have commented on your draft environmental impact report (see attached). If you would like to discuss their concerns and recommendations, please contact the staff from the appropriate agencies.

When preparing the final EIR, you must include all comments and responses (CEQA Guidelines, Section 15146). The certified EIR must be considered in the decision-making process for the project. In addition, we urge you to respond directly to the agencies' comments by writing to them, including the State Clearinghouse number on all correspondence.

A recent Appellate Court decision in Cleary v. County of Stanislaus clarified requirements for responding to review comments. Specifically, the court indicated that comments must be addressed in detail, giving reasons why the specific comments and suggestions were not accepted and factors of overriding importance warranting an override of the suggestion. Responses to comments must not be conclusory statements but must be supported by empirical or experimental data, scientific authority or explanatory information of any kind. The court further said that the responses must be a good faith, reasoned analysis.

Section 15002(f) of the CEQA Guidelines requires that a governmental agency take certain actions if an EIR shows substantial adverse environmental impacts could result from a project. These actions include changing the project, imposing conditions on the project, adopting plans or ordinances to avoid the problem, selecting an alternative to the project, or disapproving the project. In the event that the project is approved without adequate mitigation of significant effects, the lead agency must make written findings for each significant effect (Section 15088) and it must support its actions with a written statement of overriding considerations for each unmitigated significant effect (Section 15089).

If the project requires discretionary approval from any state agency, the Notice of Determination must be filed with the Secretary for Resources, as well as with the County Clerk.

Please contact Norma Wood at (916) 445-0613 if you have any questions.

Sincerely,

*for Stephen Williamson*  
Stephen Williamson  
State Clearinghouse



**Memorandum**

To : Ms. Ann Barkley, Chief  
Division of Transportation Planning

Date: September 15, 1981

Attn: Mr. F. Darrell Husum, Jr.  
A-95 Coordinator

File : 10-Cal-49-4-City of Ange  
Draft General Plan and  
Environmental Impact Rep  
SCH #81042009

From : DEPARTMENT OF TRANSPORTATION  
D. L. Wieman, District 10 Director

Subject:

We have reviewed the above-noted report and offer the following comments:

Pg 68, Item 11 - If, by "modern traffic control facilities," they mean traffic signals, they misunderstand the purpose of signals. Signals do not "ensure maximum safety" but are to assign right of way, and in fact, may actually increase the number of accidents.

Pg 69, Item 20, 5 a) - Very general statement. Don't think location would meet warrants for pedestrian signals, besides signals would only inconvenience motorists the rest of the time and give the school kids something to play with.

Pg 69, Item 20, 5 (Long Term) - Signal lights; see first item above, regarding pg 68, Item 11.

If any work is performed within the state highway right of way, an encroachment permit will be required. Application for the permit may be obtained at the Department of Transportation Office of the Maintenance Superintendent at 154 Monte Verda Street, P. O. Box 606, Altaville, CA 95221. We urge the applicant seeking an encroachment permit to address the impacts affecting the state highway. If the applicant does not comply with our concerns, his encroachment permit will be denied.

A minimum of 4 to 6 weeks is required to process the application and issue a permit. Complex projects may require a considerably longer time.

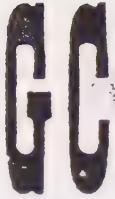
Please send a copy of the final report to John Gagliano, Caltrans, District 10 Office, P. O. Box 2048, Stockton, CA 95201.

*John Gagliano*  
JOHN GAGLIANO, P.E.  
A-95 Coordinator  
(209) 948-7875  
ATSS 423-7875

REM: jh

Attachment  
cc: RJFelton





# GOLD CLIFF

VRLE T. MINTO  
President  
HAROLD DILLASHAW  
Vice-President  
C. D. "MOXIE" FOLENDORF  
Secretary-Treasurer  
TAD FOLENDORF  
TIM FOLENDORF  
GEORGE V. LONG  
MEL NAYDEN  
FRANK C. SCHENA  
ROY J. SORACCO  
ANTHONY R. ZANARDI

September 16, 1981

William T. Henry, Chairman  
Angels Planning Commission  
City Hall  
Angels Camp, CA. 95222

Dear Mr. Henry and Members of the Commission:

Gold Cliff Development Company and Tad Folendorf, owners of property on Gold Cliff Road, request that the property North of Finnegan Lane and West of Gold Cliff Road be zoned in order to be used for mining purposes, and to be consistent with the rest of the property outside of the City limits which has been zoned for mining.

Thanking you in advance for your consideration.

Sincerely,

Harold Dillashaw  
President





# CITY of ANGELS

OLIVER W. GARCIA  
Mayor

## COUNCILMEMBERS

ELIZABETH P. ALFORD  
Vice Mayor  
PAUL D. RAGGIO  
GARY L. HINMAN  
TAD FOLENDORF



Incorporated In 1912

Post Office Box 667

Telephone: (209) 736-2181

ANGELS CAMP, CALIFORNIA 95222

JACQUELINE L. HEINTZ  
City Clerk/Administrator  
SAM M. URRUTY  
City Treasurer  
GEORGE A. HUBERTY  
City Attorney

October 1, 1981

Ed Wylie  
Central Sierra Planning Council  
P.O. Box 698  
San Andreas, CA 95249

Dear Ed:

Re: City's General Plan

Mr. Stanley Herzbrun, who owns the Hamm's Auto Court and Angels Storage on Main Street, opposite Centennial Road, spoke to me about the General Plan. He was quite concerned because he had heard that his property which had been commercial for many years was being proposed for residential. He stated he wished to expand his storage business and it was vital that the commercial designation be carried forward to the new General Plan.

Very truly yours,

JACQUELINE L. HEINTZ  
City Clerk/Administrator

JLH:h

cc: Herzbrun  
City Council  
Planning Commission



October 5, 1981

Mr. William T. Henry, Chairman  
City of Angels Planning Commission  
PO Box 667  
Angels Camp CA 95222

Dear Mr. Henry:

Upon review of the Draft General Plan for the City of Angels the Calaveras County Economic Development Company recommends some vacant land within the City limits be designated as Industrial. Such a designation would encourage development which would provide local employment opportunities and enable execution of several policies following the goal to "Promote a healthy balance of commercial, industrial and residential development to maintain a viable economy within the City" (page 29).

Specifically, the CCEDC recommends your Commission consider designating Assessor Parcels 58-014-01 and 58-014-02 as Industrial. These two parcels are shown as a single entity and designated A-E (Agricultural-Estate) on the General Land Use Map (Page 33) of the Draft General Plan. A copy of this map is attached for your convenience and the subject parcels are marked in yellow.

An industrial designation for these parcels appears quite appropriate as sewer, water and power are available presently, and they have access to State Highways 4 and 49. Additionally, the adopted Highway 49 By-pass alignment traverses the two properties.

Your Commission's approval of this proposal is encouraged and would be a positive step toward creating local employment opportunities in Calaveras County.

Respectfully submitted,

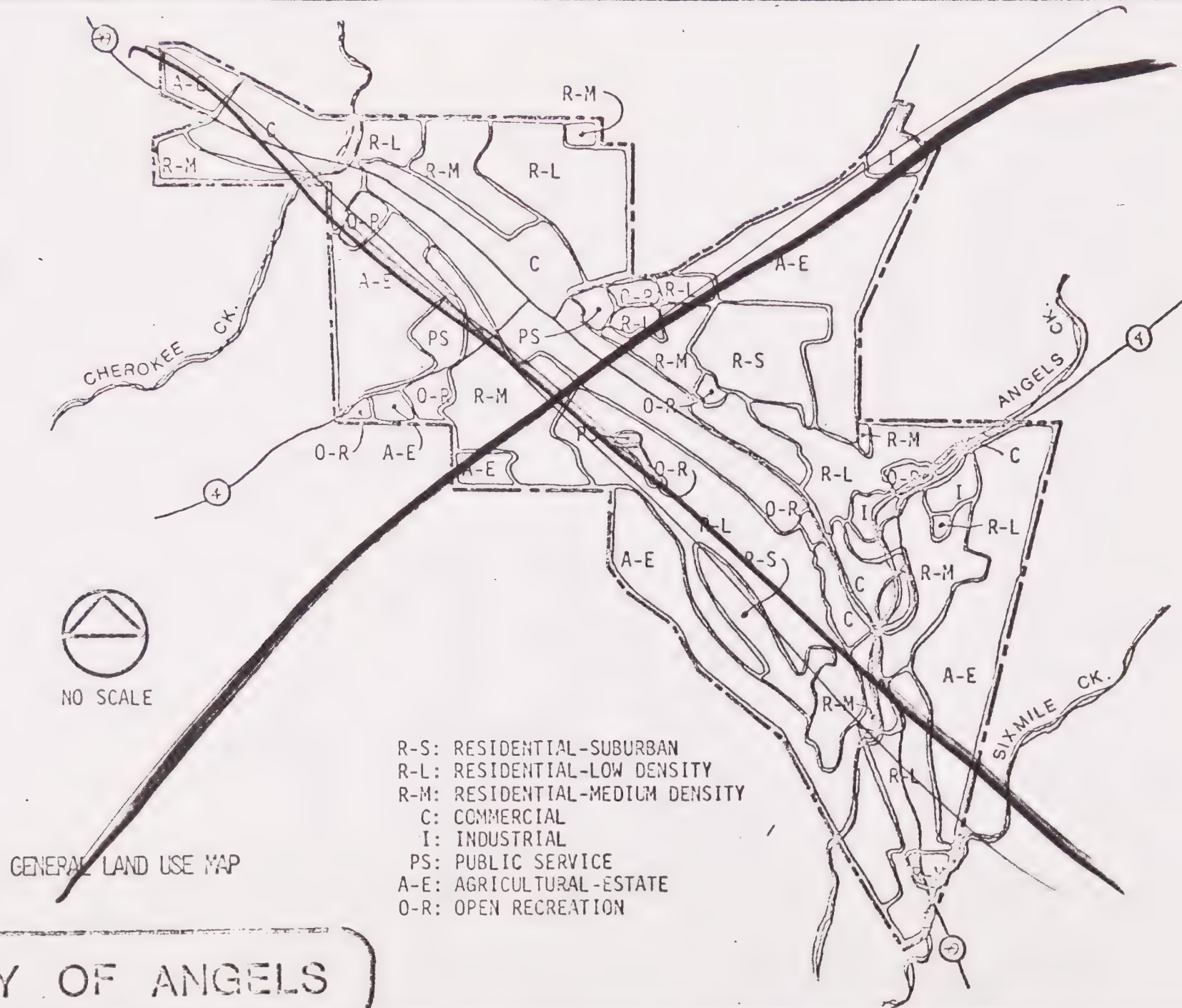
  
M. L. Schmitz  
General Manager

cc: City Council, City of Angels  
Mr. and Mrs. Frank Crespi  
✓ Edward J. Wyllie, Principal Planner, Central Sierra  
Planning Council

Attachment







# CITY OF ANGELS



October 29, 1981

## CITY OF ANGELS

City of Angels Planning Commission  
City Hall  
Angels Camp, California 95822

Gentlemen:

It has come to my attention that you are currently considering corrections and amendments to the City of Angels General Plan.

This is to request your consideration for a zoning change from Residential to Light Commercial for Assessors Parcels 62-012-21, and 62-012-23.

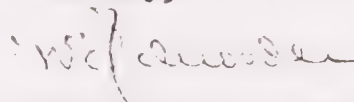
This property at the southwest Corner of Highway 49 and Centennial Street is presently vacant and adjoins property fronting on Highway 49, (Main Street) which is now used commercially and was originally a part of the total parcel when first purchased in 1965. See attached assessors map.

As a majority owner of the aforementioned parcel, your favorable consideration for this change would be appropriate for the following reasons:

1. The parcel is fairly level, located within a short distance of the city's south city limits with sewer, water, electrical and telephone facilities available.
2. The property is completely surveyed with the northerly boundary already staked with the intention of deeding the northerly 25 feet to the city for the purpose of widening and or improving Centennial Street at such time it may be convenient or appropriate in the future. Parcel 62-012-23 is already on a separate deed for this same purpose and intent.
3. It is sincerely felt that the light commercial zoning would constitute the highest and best use for this parcel in this area of Angels Camp which now has limited commercial facilities.

Your timely consideration of this request is appreciated.

Sincerely,

  
Milton E. Schroeder

MILTON E SCHROEDER  
475 W ALPINE  
SONORA, CAL  
95370



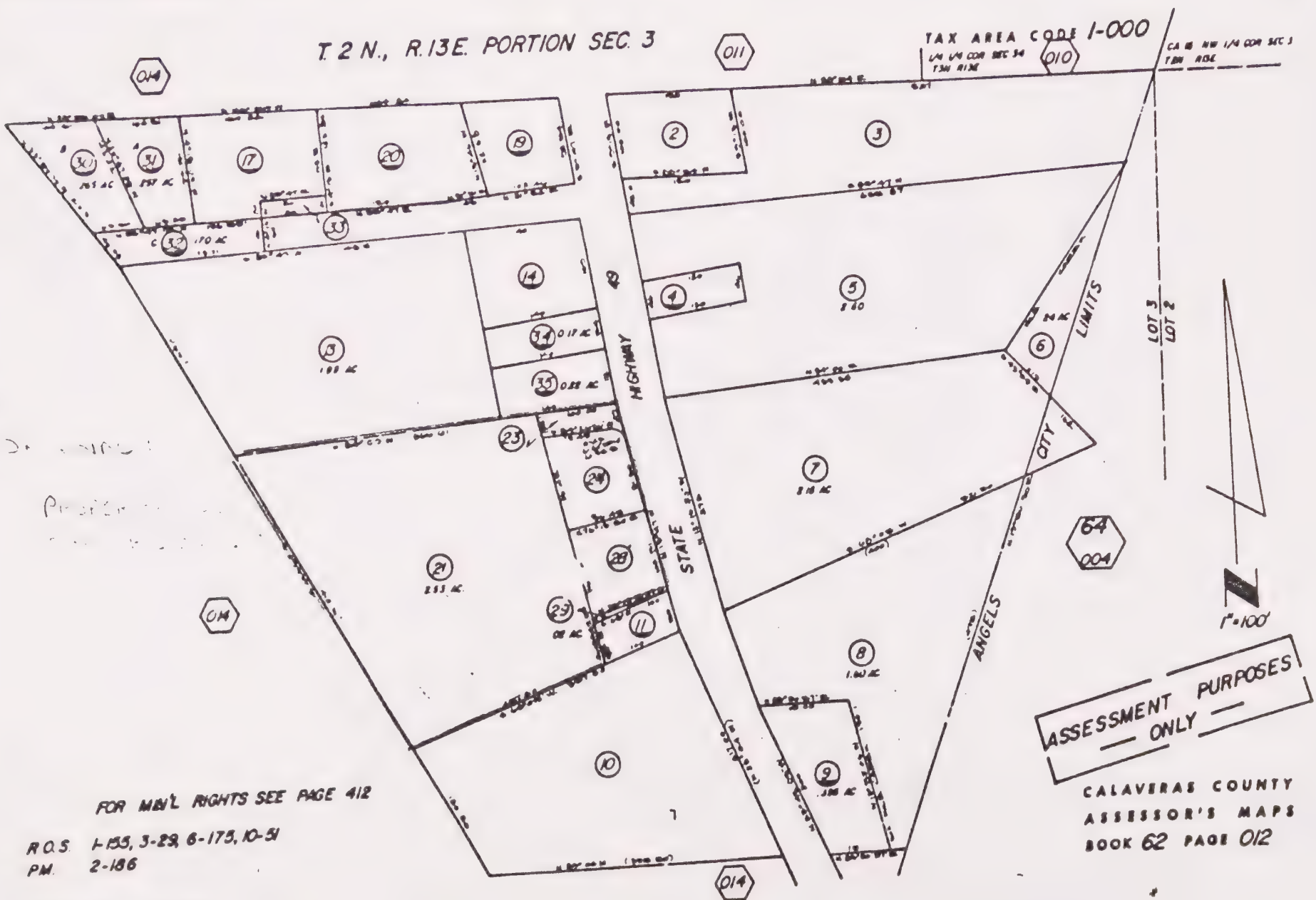


T. 2 N., R. 13 E. PORTION SEC. 3

TAX AREA CODE 1-000

1/4 1/4 COR SEC 34  
 T. 2N. R. 13E

CA 1/4 NW 1/4 COR SEC 3  
 T. 2N. R. 13E



FOR MIN'L RIGHTS SEE PAGE 412

R.O.S. 1-153, 3-23, 6-173, 10-51  
 P.M. 2-186

REV 13 09/14/79

ASSESSMENT PURPOSES  
 ONLY

CALAVERAS COUNTY  
 ASSESSOR'S MAPS  
 BOOK 62 PAGE 012





# ANGELS SHEET METAL, Inc.



311/24

November 19, 1981

PHONE 736-4541

Central Sierra Planning Council  
San Andreas, CA 95249

Dear Council;

As a resident, a business person, and property owner of Angels Camp, I'm concerned and would like to add my feelings to the new "General Plan". One area I'm most familiar with and it directly concerns me is a five acre parcel along the Murphys Grade Road, adjacent to the Nazarene Church and the Rolleri land.

In talking to Gary Winman and Ed Wiley, I understand the new by-pass is going to cut across somewhere between the Nazarene Church and the P. G. & E. complex, on the Rolleri land. I've felt in the past that any land adjoining a main road (example - Highway 4, Alternate 4 = Murphys Grade Road, Main St., and now the new by-pass) should be designated for public or commercial type use, a minimal distance back.

I feel the use designation and the topography would generally determine the distance back from the highway in footage. Any one parcel whether five or twenty acres could have two or more designated usages if it needed to be.

Main Street, Altaville, and up the Murphys Grade Road is public, commercial and industrial oriented now, other than what hasn't been developed. I feel strongly that the particular property of mine, the Rolleri, and the Ranchers portions, etc. on both sides of the road should be designated as light industrial and/or commercial to keep the present and best usage in that area.

When I bought the property several years ago, through a local broker, it was zoned as commercial. I mentioned that maybe some day I might build a new sheet metal, and air conditioning business, and also a home, didn't know then for sure what.

Since the word "zoning" is out now, and the "land use" word is in, I don't feel the basic usage should be changed. Also I feel very strongly, that any land should be designated for what it can or can't be best used for. This "holding" type thing where a person has to ask if he can do something every time he has an idea is not fair to property owners, and costly also. I would like to see that eliminated on the whole "General Plan".

Thank you for any consideration you give on my ideas in developing the "General Plan".

Yours truly,

Robert (Bob) C. Eastman

Copies to: Angels Planning Commission  
Angels City Council



CITY OF ANGELS  
PLANNING COMMISSION  
Special Meeting of September 17, 1981



The meeting was called to order at 7:30 p.m. by Chairman Henry, who announced that the proceedings would be tape recorded.

Commissioners present: Henry, Bernasconi, Fletcher, Stammerjohan  
Commissioners absent: Whittle  
Also present was Ed Wyllie of Central Sierra Planning Council.

Chairman Henry announced that the purpose of the meeting was to conduct a Public Hearing to receive comments and input on the Draft General Plan and Environmental Impact Report, dated August 1981, per Section 65351 of the State of California Planning, Zoning and Development Laws.

Bob Yohr inquired about correction of conflicts between General Plan designations and zoning. He requested a commercial designation for the area of his property at the car wash and around Herzbrun's warehouses. He stated that the car wash was built in 1966.

Connie Yohr inquired when the final decisions on the General Plan would be made. Wyllie explained that the City Council would also hold a public hearing on the Draft General Plan to receive further comments. Then a final General Plan would be prepared and presented to the Planning Commission and City Council, who would again hold public hearings prior to adoption. The City will then amend the Zoning Ordinance to comply.

Mr. Yohr questioned whether he would expand his business with the existing conflict of designations. Wyllie stated that an agreement between all concerned parties would have to be worked out until the conflicts could be resolved.

Dave Porter - 831 Tuolumne St. represented himself as well as three of his clients. He addressed the Sphere of Influence Map primarily. His first reference was to the Wilson Ranch property west of town, a 680-acre ranch of which 560 acres lie within the Sphere. It is one of several large ranches surrounding the town which are likely to develop in the next 20 years into various types of uses. He requested a Planned Development designation these large ranches to allow the developers to submit a generalized plan for the entire ranch indicating land use, water availability, sewage disposal and access prior to submittal of any specific project. He also pointed out that 1.3 miles of the proposed bypass run through the Wilson Ranch, which the owners are willing to construct in conjunction with development of the property.

Porter's second reference was to property owned by Cantrell Development Co. near the fairgrounds on Highway 49 (excepting OARS property). He requested that the current zoning of C-1-PD be retained in order that the property may be developed to serve Glory Hole Recreation Area.

He also requested that additional consideration be given to potential mining activity in and around the City. He stated that the city was established as a mining community and that this was the highest and most valuable use of land in the past. He suggested formulation of goals and policies plus implementation measures for this as well as identification of the predominant mines for potential activity.

Porter's fourth request was for additional areas to be designated Medium-Density Residential. He stated that the majority of the RM areas are currently occupied with single-family dwellings.

A letter from Gold Cliff Development Co. was read requesting a land use designation to allow mining in the vicinity of Gold Cliff Road north of Finnegan Lane and west of Gold Cliff Road.





SPECIAL CITY COUNCIL MEETING - SEPTEMBER 23, 1981

The Meeting was called to order by Mayor Garcia at 8:00 PM in the City Hall. Councilmembers present were: Garcia, Alford, Raggio, Hinman and Folendorf. The Mayor announced the purpose of the meeting was to hold two public hearings, appoint the new fire chief and hold a workshop with the Planning Commisisoners as posted and distributed on the agenda.

8:00 PM PUBLIC HEARING - Angels General Plan

Mayor Garcia stated the public hearing was now open to accept comments from the public on the propsed General Plan.

Bob Yohr: Stated he was concerned about the proposed re-zoning of his property at the corner of Centennial Road and Highway 49. He stated it had been zoned commercial in the past and was now being proposed for residential. He cited the fact that the car wash was right next door and there was a grocery store and storage business across the street and he felt the corner property should also remain commercial.

Councilman Hinman: Asked Yohr to be specific about the property he wished rezoned since the Yohr property was extensive in that area.

Yohr: Stated he referred only to the corner lot which he presently had up for sale. This included the portion that Yohr planned to dedicate to the City to widen Centennial Road. He said he was holding up on that until the matter of zoning was settled.

Councilmembers Hinman and Folendorf: Stated they found no fault with the Yohr suggestion for rezoning to commercial.

Hortense Riddle: Complained that the map in the General Plan was not specific enough to define the areas of various zonings.

Ed Wylie of Central Sierra Planning Commission: Stated the map in the General Plan coincided with the more defined General Plan map displayed in City Hall and that a person could compare the two to get greater specifics.

Riddle: Stated that there were commercial activities going on in residential areas and these were not shown on the General Plan map.

Hinman: Explained that if a business was in operation at the time of zoning or re-zoning they would be grandfathered in but that should the business cease, any new activity in that area would have to conform to the current zoning.

Riddle: Stated she felt the proposed by-pass and Stelte subdivision should be shown on the new map and was not. She also mentioned that the plan indicated good drainage and this was true but the drainage was causing erosion and the problem of erosion was not addressed in the plan. She stated there was little saturation at least in the Purdy Road area where she lived. She asked if density should not also be addressed.



Folendorf: Answered that he did not believe density should be included in the General Plan. This would be a provision of precise zoning. Folendorf asked if the General Plan should not include density in an EIR reference.

Wylie: Stated that the General Plan did address density in the EIR to some extent.

Riddle: Stated that Bret Harte Road was designated as an arterial road but that it was narrow and could never be widened in most places.

Councilmember Alford: Explained that the designation had a lot to do with funding and that in a town like ours one had to deal with what we have.

Riddle: Stated she felt the population projection was under what could be expected and that we would reach the number designated for the next five years, within the next two years. She cited the Stelte subdivision. She stated she was concerned about extensive grading which would cause a greater erosion problem in her area.

Engineer Roark Weber: Explained that the City had adopted Chapter 70 of the Uniform Building Code, specifically to control grading and that only limited amounts could be done without a permit.

Richard Roller: Referred to the City's sphere of influence and stated the City's General Plan was contradictory. He stated the plan indicated the City wanted to embrace progress on the one hand and then designated great portions of land as open space. His own property lies within the sphere of influence and he stated he was not contacted to see what development he might want to place in the area. He stated he had no immediate plans to develop the land but that should he wish to do so in the future the General Plan would restrict this. He felt the open space between the developed portion of the City and the Roller bypass road, which already had some development was a natural for growth and it was all designated open space which he did not feel was good planning, if indeed the City wanted to encourage business. He also stated the Stelte property was not recognized and still designated open space and this should be changed to show the proposed subdivision. He stated the P. G. and E. property near the fairgrounds was shown as residential instead of industrial.

Folendorf: Asked that a copy of Brent Harrington's letter be given to Mr. Roller as it contained many good suggestions for improving the General Plan.

Roller: Suggested whoever was writing the General Plan contact property owners to see what they wanted to do with their land.

Folendorf: Stated he was speaking as a private citizen. He requested the 4-5 acres on Gold Cliff Road adjoining the mining property also be designated for mining development.

The Mayor called for more comments. There were none at this time. He stated the Hearing would be continued, the date to be announced when more work had been done on the General Plan. The time was 8:39 PM.





ment 1 above, reconsideration of land use designations within the Sphere of Influence have been made to accurately reflect the City's development goals and policies, and provide a full range of residential, commercial, industrial, etc., activities.

#### Disposition of Comment

Based upon the revised Sphere of Influence map as illustrated on page 6 no further modification to the draft is deemed necessary.

#### Comment 3:

##### Summary of Comment

On page 10, the Agricultural Estates land use designation is shown as "AG". On the map, there is a category of "AE". We assume that this is the "Agricultural Estates" designation.

##### Discussion

The respondent is correct. A typographical error was made in the typing of the draft, and the "AG" on page 10 should be "AE".

##### Disposition of Comment

Page 10, under the Land Use Category for Agricultural Estates, should be amended to read as follows: "A-E Agricultural Estates"

#### Comment 4:

##### Summary of Comment

The EDAW analysis of the County Environmental Resources indicates that the City of Angels is located in both the "high" and "medium" archaeological sensitivity designations throughout the entire City and Sphere of Influence. This data would appear to conflict with the statement at the end of Section L on page 17.

##### Discussion

The EDAW analysis referred to by the respondent assigned archaeological sensitivity zones based upon an "educational intuition with very little site specific data involved". The designations have been made from "anticipated site density and probability of village sites".

The City of Angels recognizes the prehistoric activity potential within the planning area; as reflected within the EDAW analysis. The probability is high that prehistoric activity did occur along Angels Creek, and other lesser creeks in the area. However, the intense historical development within the City has, in all probability, significantly altered or destroyed any prehistoric sites within the City; thus no conflict exists between the draft General Plan/EIR and the EDAW analysis.

Conflict is apparent, however, when considering the Sphere of Influence lands, where the level of development has not been as intense. Toward that end, the draft General Plan/EIR should be amended.





### Disposition of Comment

Section L, Archaeological, Page 17 of the draft General Plan/EIR is amended as follows: Delete the last paragraph of the section and add the following - "The EDAW analysis of County Environmental Resources indicates that the planning area is located in "high" and "medium" archaeological sensitive zones. However, the historical growth and development within the City has significantly altered or destroyed any prehistoric sites that may have existed there. It can be anticipated that such sites may still exist within the City, and probably within the Sphere of Influence. Future planning and development activities within the area should take into account any such resources discovered."

Comment 5:

### Summary of Comment

The Table in Section V, Recreation, uses a 1969 County Recreation Plan as the source. We question whether the predictions made at that time are necessarily valid today. For example, the magnitude of the New Melones Reservoir may be greater in its impact on the City than is indicated in the text.

### Discussion

The responded questions the validity of the use of data from the County's 1969 Recreation Plan. The purpose of using this information is to show the general variety and magnitude of recreational activity in the area. This should be clarified.

The responded also implies that further consideration should be made of the impact of New Melones Reservoir, and its recreation facilities, on the City. The City recognizes the recreational potentials that New Melones possesses. However, recent decisions at the federal level would indicate that full recreational development for New Melones may not occur for some time, if at all. It is the finding of the City to withhold evaluation of recreational impacts until firm decisions are made as to the reservoir's ultimate development.

### Disposition of Comment

Section V, Recreation, page 24, is amended to read: "The following table illustrates the estimated recreation activity in Calaveras County in 1985. These figures are presented to indicate the general variety and magnitude of recreational activity in the area."

Comment 6:

### Summary of Comment

On page 28, the plan indicates a goal to prezone Sphere of Influence lands prior to annexation. In the AE designation, pre zoning to parcel sizes of less than 5 acres, and uses other than single family residential, would violate State laws concerning the consistency of the General Plan and zoning.



### Discussion

Refer to discussion under comment 1 by this respondent.

### Disposition of Comment

Based upon the revised Sphere of Influence map, no further modification to the draft is deemed necessary.

#### Comment 7:

### Summary of Comment

The policy of not extending City services beyond the current city limits would preclude annexation of any parcel that is smaller than five acres, as sewer and water are required for smaller lot sizes.

### Discussion

The respondent refers to policy 4, page 28, which states "City services shall not extend past the City limits, except when legally mandated." The intent of the policy is not to preclude annexation, but to confine services provided by the City within its boundaries. When boundaries are expanded through annexation, the services would then be extended to the annexed area.

### Disposition of Comment

No amendment to the draft General Plan/EIR is deemed necessary.

#### Comment 8:

### Summary of Comment

The Sphere of Influence (policy 2 on page 29) can only be changed as a General Plan amendment under State law. The City may wish to consider designation the ultimate land use of the sphere at this stage of the adoption process, rather than require desired development to wait for a General Plan Amendment, rezoning, LAFCO action, and final City action. This process could take as long as a year to eighteen months.

### Discussion

Refer to discussion of comment 1 of this respondent.

### Disposition of Comment

Based upon the revised Sphere of Influence map, no further modification of the draft General Plan/EIR is deemed necessary.

#### Comment 9:

### Summary of Comment

Once again, (refer to page 32) the County and LAFCO wish to stress that





the retention of the Agriculture Estates land use designation in the Sphere of Influence nullifies the Stelte annexation, and precludes further annexation. It is generally the policy of the County Planning Commission to adhere to the recommendations of the City, so under this Draft General Plan, only single family residential, five acre minimum projects would be approved.

#### Discussion

Refer to discussion under comment 1 of this respondent.

#### Disposition of Comment

Based upon the revised Sphere of Influence map, no further modification of the draft General Plan/EIR is deemed necessary.

D.L. Wieman, District 10 Director  
by John Gagliano, A-95 Coordinator  
Department of Transportation  
State of California  
September 15, 1981

#### Comment 1:

##### Summary of Comment

Page 68, Item 11 - If, by "modern traffic control facilities", they mean traffic signals, they misunderstand the purpose of signals. Signals do not "ensure maximum safety" but are to assign right of way, and in fact, may actually increase the number of accidents.

##### Discussion

It is of major concern to the City of Angels that a traffic safe circulation system is developed and maintained now, and in the future. Toward this end, it is important that if safety is to be achieved that all means to fulfill this be considered. Therefore, it is the intent of the City to make these considerations through this policy statement.

##### Disposition of Comment

In that no errors or omissions have been alleged, no revision to the draft is necessary.

#### Comment 2:

##### Summary of Comment

Page 69, Item 20, 5(a) - Very general statement. Don't think location would meet warrants for pedestrian signals, besides signals would only inconvenience motorists the rest of the time, and give the school kids something the play with.



### Discussion

The item the respondent refers to reads: "Conduct studies preparatory to carrying out the following: a) Design and install some type of safe crossing at the High School with a traffic control". The respondent assumes that pedestrian and traffic controls would be used.

The City of Angels is concerned about the safety of children crossing the State Highway at that point. The proposal is to study the situation further to determine what type of a safe crossing could be developed. It is not known what type of control would be placed at the site.

### Disposition of Comment

In that no errors or omissions are alleged, no revision to the draft is necessary.

#### Comment 3:

### Summary of Comment

Page 69, Item 20, 5(Long Term) - Signal Lights; see comment above regarding page 68, item 11.

### Discussion

The item is informational and no errors or omissions are alleged.

### Disposition of Comment

No revision to the draft is deemed necessary.

#### Comment 4:

### Summary of Comment

Notification was provided concerning types of CALTRANS permits which, in the future, may be required.

### Discussion

The comment is informational, and no errors or omissions are alleged.

### Disposition of Comment

No revision of the draft is deemed necessary.

Harold Dillashaw, President  
Gold Cliff Development Co.  
September 16, 1981

### Summary of Comment

Requested that property owned by the company be designated for mining



purposes, and be consistent with the rest of the property outside of the City limits which has been designated for mining.

#### Discussion

The designation of lands for mining purposes was the subject of considerable discussion at the joint workshop meeting of the City Council and Planning Commission. The historical development of the City has centered around mining activities, and the mineral resources within the planning area are vast.

Several mining operations are currently in operation, or are in the process of being developed. The discussion at the workshop lead to a proposal of a land use designation which recognizes the current and future potential for mining activities within the planning area. This evolved into a proposal for a "Mn Mining" combining designation. This designation would be combined with a base designation to show the preferred development of an areas, but that it has mining potential. For example, and "RS - Mn" designation carries a base designation for residential suburban purposes, but recognizes that a mining potential exists on the property which may need to be considered in the future.

#### Disposition of Comment

On page 10, a new Land Use Category for Mn Mining, with the following development criteria: A designation which would be combined with a base designation to delineate current and future potential for mining activity.

The General Plan Land Use map has been amended to show the area requested for consideration by the respondent as "RS - Mn", as illustrated on the map on page 5. Better detail may be seen on the map on display at the Angels City Hall.

Stanley Herzbrun  
by Jacqueline Heintz, Angels City Clerk  
October 1, 1981

#### Summary of Comment

Mr. Herzbrun contacted Ms. Heintz regarding his concern that his property which had been commercial for many years was being proposed for residential. He requested that the commercial designation be carried forward to the new General Plan.

#### Discussion

The designation of land in the Main Street/Centennial Road area was considered at the joint workshop meeting on October 13, 1981. It was the consensus opinion to designate all highway frontage lands on both sides of Main Street south of Centennial Road as Commercial.

#### Disposition of Comment

The General Plan Land Use map has been amended, as illustrated on page 5





For further detail, see the map on display at Angels City Hall.

M.L. Schmitz  
Calaveras County EDC General Manager  
October 5, 1981

Summary of Comment

Recommendation of some vacant land within the City for industrial purposes. Such a designation would encourage development, provide local employment opportunities, and assist in leading to a "healthy balance" within the local economy. (Map included)

Discussion

The respondent recommended two specific parcels for industrial designation. These were reviewed at the joint workshop on October 13, 1981. It was the general consensus opinion that the parcels would serve well for industrially designated lands within the City. With respect to environmental considerations, any could be mitigated through a Special Planning approach. Special Planning (SP) could be used as a freestanding designation, or as a combining designation, as would be the case in this request. A development plan would be required for the particular SP area; to implement this, a revision will be required within the City's zoning ordinance spelling out the details and requirements.

Disposition of Comment

Page 10, a new Land Use Category is added as follows: "SP Special Planning Established and designed to accomodate various types of development. May be used as a freestanding designation, or with a base designation. As a freestanding designation, any and all uses would be considered. In both cases, the uses would have to be shown on a development plan for the particular area."

Milton E. Schroeder  
Sonora, CA  
October 29, 1981

Summary of Comment

Respondent requests consideration of land at the southwest corner of Highway 49 and Centennial Road as commercial rather than residential. (Map included)

Discussion

See discussion of comment by Stanley Herzbrun. In the joint workshop session, the lands owned by the respondent were included in the area proposed for commercial designation.

Disposition of Comment

The General Plan Land Use map has been amended, as illustrated on page 5.



Specific detail may be seen on the map on display at the Angels City Hall.

Robert (Bob) C. Eastman  
Angels Sheet Metal, Inc.  
November 19, 1981

Summary of Comment

Requested consideration of five acre parcel along the Murphys Grade Road adjacent to the Nazarene Church and the Rolleri property for light industrial and/or commercial use.

Discussion

The respondent's land, along with the rest of the land in this area of the City, was carefully considered in the joint workshop on October 13, 1981, and by the General Plan Committee on December 16, 1981. This area will be one of the most active development areas in the future. The proposed Highway 4 bypass will also pass through this area. As such, it was the opinion of the committee that additional industrial and commercial designations be given to lands in this area.

With respect to the respondent's land, it was determined that, as the property was south of the proposed bypass route, to designate it commercial on the General Plan Land Use map.

Disposition of Comment

The General Plan Land Use Map has been amended, as illustrated on page 5. For better detail, refer to the map on display at the Angels City Hall.

Planning Commission Public Hearing

On September 17, 1981, the Planning Commission of the City of Angels held a public hearing to receive testimony regarding the draft General Plan/EIR.

Bob Yohr  
Angels Camp, CA

Summary of Comment

Requested a Commercial designation for the area of his property at the car wash, next to and north of the car wash, and around Herzbrun's warehouses.

Discussion

See discussion of comment by Stanley Herzbrun.

Disposition of Comment

The General Plan Land Use map has been amended, as illustrated on page 5. For better detail, see the map on display at Angels City Hall.





Dave Porter  
Angels Camp, CA

Comment 1:

Summary of Comment

With respect to the Wilson Ranch property west of the City, he requested a Planned Development designation which would allow development according to a development plan for that site.

Discussion

The Wilson Ranch area was discussed at the joint workshop meeting on October 13, 1981. At that time, a Special Planning (SP) designation was discussed. In the case of the Wilson Ranch, the SP would be a freestanding designation, where any and all uses would be permitted, provided such use or uses are shown on a development plan for the area to be approved by the City. Thus, under SP, the developer would be able to gain some design control, and the City would be able to actively participate in the design of the development. It was agreed upon at the workshop session to apply an SP land use designation to the Wilson Ranch area.

Disposition of Comment

The SP designation was added to the text in a previous comment. Refer to comment by M.L. Schmitz. The SP designation was applied to the Wilson Ranch area, and is illustrated on the Sphere of Influence map. For better detail, refer to the Sphere of Influence map on display at Angels City Hall.

Comment 2:

Summary of Comment

Respondent requested that a commercial designation be retained for an area near the fairgrounds fronting Highway 49 (excluding OARS) for future service to the Glory Hole area at New Melones.

Discussion

This request was discussed at the joint workshop. It appears that full development of facilities at New Melones Reservoir is questionable due to federal budget reductions. This being the case, it will fall to the private sector to provide services to recreationists coming to the reservoir. The property owned by Cantrell Development (for whom the respondent represented) is perfectly situated to provide such services. It was proposed, and agreed upon, to designate the area Commercial, with a Recreation combining designation in order to reflect the type of commercial development desired at that location.

Disposition of Comment

The Sphere of Influence Land Use map has been amended to reflect the



considerations made, and is illustrated on the map on page 6 . For better detail, see the map on display at Angels City Hall.

Comment 3:

Summary of Comment

Requested that additional consideration be given to potential mining activity. He suggested formulation of goals and policies plus implementation measures for this as well as identification of the predominant mines for potential activity.

Discussion

See discussion of comment by Harold Dillashaw for the Gold Cliff Development Company.

Disposition of Comment

See disposition of comment by Harold Dillashaw.

Comment 4:

Summary of Comment

Requested additional areas be designated for medium density residential (RM). Stated that most RM designated areas are currently occupied by single family dwellings, leaving no room for multi-family development.

Discussion

In reconsidering land use designations at the joint workshop, it was agreed upon to designate additional RM land in the central area of the City east of Highway 49. This would open up a new area of residential activity, and provide opportunities for new multi-family development.

Disposition of Comment

The General Land Use Map for the City has been amended, as illustrated on page 5 . For better detail, refer to the map on display at City Hall.

City Council Public Hearing

On September 23, 1981, the City Council held a public hearing to receive testimony regarding the draft General Plan/EIR

Bob Yohr

Summary of Comment

Respondent requested consideration of property at the corner of Centennial Road and Highway 49 for commercial. His request was essentially



the same as that made at the Planning Commission public hearing. Refer to discussion and disposition of comment to the respondent's request at the Planning Commission meeting.

Hortense Riddle  
Angels Camp, CA

Comment 1:

Summary of Comment

Complained that the map in the General Plan was not specific enough to define the areas of various zonings.

Discussion

The maps prepared for the draft General Plan/EIR were done in a format to give the reader a general idea as to the land use distribution in the City. Page 32 of the draft General Plan/EIR states "For specific detail, see wall map at City Hall." The map on display at the City Hall illustrates the specific detail needed for specific questions.

Disposition of Comment

In that no errors or omissions are alleged, no modifications to the draft are deemed necessary.

Comment 2:

Summary of Comment

Stated that there are commercial activities going on in residential areas, and these were not shown on the General Plan map.

Discussion

The General Plan map is designed to show the desired land use distribution. Specific uses to specific parcels are normally delineated on the City zoning map, and the problem the respondent refers to is normally handled under the City's zoning ordinance. The uses referred to may be non-conforming uses which were "grandfathered" in from a previous zoning ordinance, or may indeed be illegal uses of land, which is a problem of enforcement not usually addressed within a General Plan.

Disposition of Comment

In that no errors or omissions are alleged, no modification to the draft is deemed necessary.

Comment 3:

Summary of Comment

Stated she felt the proposed bypass and Stelte subdivision should be





shown on the new map and was not.

#### Discussion

The purpose of the base map is to show parcel distribution and street patterns as they currently exist. For that reason, the bypass routes were not shown on the base map, but rather on a map on page 71 of the draft.

With respect to the Stelte subdivision, at the time of the preparation of the draft and this final document, the area has not been annexed to the City, but should be considered within the Sphere of Influence map. This has been previously discussed in response to comment 1 by Brent Harrington, to which the reader is referred to.

#### Disposition of Comment

Having previously made consideration and changes to the Sphere of Influence map with respect to the Stelte property, no further changes to the draft are deemed necessary.

#### Comment 4:

##### Summary of Comment

Respondent mentioned that the plan indicated good drainage and this was true, but the drainage was causing erosion and was not addressed in the plan.

##### Discussion

Section F, Soils, of the draft includes a discussion on drainage and erosion. Reference is also made to a chart on page 14 of the draft which discusses the erosion potential for the various soil types found in the planning area.

Generally, soil erosion potential is slight to moderate throughout the City and planning area. The problem the respondent speaks of may be of a localized nature, which is difficult to address within the scope of a General Plan, but may be better addressed within the scope of the environmental documentation of a specific development project.

##### Disposition of Comment

It is felt that the discussion of erosion potential within the text of the draft is sufficient for the scope of a general plan, and that no modification of the draft is deemed necessary.

#### Comment 5:

##### Summary of Comment

Stated that Bret Harte Road was designated as an arterial road but that it was narrow and could never be widened in most places



### Discussion

The definition of arterial used within the Circulation Element section of the draft is "Road to route traffic through an area as quickly and safely as possible". Bret Harte Road, although admittedly narrow at certain points, falls within the classification of arterial for the purposes of this plan.

### Disposition of Comment

No modification of the draft is deemed necessary.

Comment 6:

### Summary of Comment

Stated she felt the population projection was under what could be expected and that we would reach the number designated for the next five years within the next two years.

### Discussion

It would be safe to say that any projection is questionable in that projection is not an exact number, but rather designed to estimate conditions at a point in the future. The population projection used in the draft (page 37) is based upon the growth rate for the City over the past five years, and is recognized as a proper projection method. The fact that a development project is approved does not necessarily mean that a sharp rise in population can be expected.

### Disposition of Comment

It is felt that the data presented adequately serves the purpose for population projection, and that no modification to the draft is deemed necessary.

Richard Rolleri  
Angels Camp, CA

Comment 1:

### Summary of Comment

Felt that the plan was contradictory by promoting progress on one hand, but designating so much open space lands. Felt that this was especially true of lands between the developed portion of the City and the Rolleri bypass.

### Discussion

See the discussion to comment made by Robert Eastman

### Disposition of Comment

Having made revisions to the City Land Use map and to the Sphere of In-





fluence map making reconsiderations to the land use designations, no further modification to the draft is deemed necessary.

Comment 2:

Summary of Comment

The Stelte property was not recognized and still designated open space and this should be changed to show the proposed subdivision.

Discussion

Refer to discussion of comment 1 by Brent Harrington.

Disposition of Comment

Reconsideration of land use designation for the Stelte property has been previously made so that no further modification to the draft is deemed necessary.

Tad Folendorf  
Angels Camp, CA

Summary of Comment

Requested the property on Gold Cliff Road adjoining the mining property also be designated for mining development. The reader is referred to the response to comment by the Gold Cliff Development Company.

Disposition of Comment

The property in question has been amended on the General Plan Land Use map to be RS - Mn.



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There are many reasons why the first two paragraphs of the first section of the book are so important.

Section 1

### History of the Book

The first two paragraphs are not numbered and are placed at the end of the book. This is because the author has placed them there to show the reader that the book is not a simple one.

### Discussion

There is a discussion of the book in the first two paragraphs.

### Conclusion of the Book

The conclusion of the book is placed at the end of the book. This is because the author has placed them there to show the reader that the book is not a simple one.

The author has placed the first two paragraphs at the end of the book.

### Summary of the Book

The summary of the book is placed at the end of the book. This is because the author has placed them there to show the reader that the book is not a simple one.

### Discussion of the Book

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